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Margot Sammurtok

Circulation Director
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Circulation Manager
Carmen Ann Stewart
Customer Service Representative
Yvonne Power

National Sales Manager
Roger Daigneault
1-902-429-8090

Regional Sales Supervisor
Susan McKinney
1-902-429-8090

Advertising Sales in Nova Scotia
Steve Pilon
1-902-429-8090

In Prince Edward Island and New Brunswick:
Lee Ann Havelin
1-902-429-8090

In Newfoundland:
Stephen Sharpe
P.O. Box 8513, Postal Station A
St. John's, Nfld. A1B 3P2
Telephone: (709) 722-3138

National Sales
John McGown & Associates Inc:
Brenda Finn
785 Plymouth Ave., Suite 310
Montreal, Quebec H4P 1B3
Telephone: (514) 735-5191

Jack Fargey
4800 Dundas St. W.
Toronto, Ontario M9A 1B1
Telephone: (416) 232-1394

Eric McWilliam
1334 Seymour St.,
Vancouver, V6B 3P3
Telephone: (604) 682-6311

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JANUARY 1985 Vol. 7 No. 1

COVER STORY

Aquaculture in Atlantic Canada faces the acid test after a period of rapid growth marred by some expensive failures and hostility from the traditional fishery. Can it keep expanding and compete in the crucial foreign markets? Or is it destined to be a "backyard hobby" for marine biologists? **PAGE 16**

COVER PHOTO BY GILBERT VAN RYCKEVORSEL
INSERT PHOTO BY DEPT. OF FISHERIES AND OCEANS

CULTURE

Symphony Nova Scotia has full houses, a balanced budget and a bright future — all goals the defunct Atlantic Symphony Orchestra failed to achieve. But there is a black spot, according to the musicians' federation. **PAGE 25**

FEATURES:

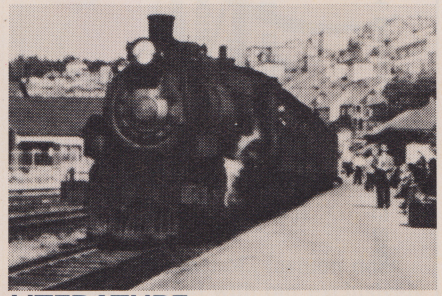
Oceans 14 Photo Contest 40

SPECIAL

Atlantic Perspective: This special publication, researched and prepared by the staff of the Atlantic Provinces Economic Council, examines prospects for key areas of the Atlantic region's economy. There is still great potential for prosperity and the events of 1985 could help bring that about.

FOOD

At an enchanted oasis on Fredericton's Ferry Road, Ukrainian Christmas Eve is celebrated behind stained glass, hanging greenery and various other tiny touches of perfection. Some people have flown in from as far as Ottawa for the traditional Jan. 6 meal of 12 meatless dishes prepared in Ruth and Stephen Chappell's restaurant. **PAGE 30**



LITERATURE

A little-known French author plunged with relish into the life of the independent Newfoundland of the 1920s after exploring the Maritimes. One of his travel books on the region revives memories of the unique lifestyle of Newfoundland before the onset of homogenizing mainland influences. **PAGE 45**

DEPARTMENTS

Publisher's Letter 3
Feedback 5
New Brunswick 6
Newfoundland and Labrador 11
Prince Edward Island 12
Nova Scotia 13
Harry Bruce's Column 44
Folks 28
Strictly Business 34
Ralph Surette's column 39
Calendar of events 46
Ray Guy's column 48

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The third fishery

You have only to read the newspapers or listen to the radio to know that we have two fisheries in Canada. The inshore and the offshore.

They make the news often enough to be noticed because they are usually squabbling. Complaining about the adverse effects the one has on the other. And vice versa.

But inshore or offshore, they are the traditional fisheries, and tradition always dies hard. However, they may soon find common cause, put aside their baiting of each other and join forces against the third fishery: aquaculture.

In Graham Taylor's cover story on this different approach to commercial fishing, he sees this as a pioneering effort that faces many of the problems the original pioneers had to overcome.

The aquaculturists face "hostiles" in a variety of forms, with ignorance perhaps being the most dangerous.

Seafarming is not new, nor is it a uniquely Canadian endeavor. In fact, world output of cultivated fish and seafood is currently about 8 million tons a year.

In the Far East, seafarming produces export sales worth anywhere from $7 billion to $10 billion annually. In 1983, Norway's exports of cultivated salmon earned more than $40 million. It has been estimated that the Atlantic region could take in from $60 million to $100 million a year in sales from the cultivated product. The big question is: will we?

Considering the matter logically and from an editorialist's viewpoint, seafarming makes perfect sense. You can concentrate production on varieties that are in greatest demand. You can have greater quality control. You may even be able to alter characteristics to meet customer preference (at last, the boneless mackerel!). This region has sheltered bays and coves a'plenty, mostly, at least for the time being, pollution-free. We are also close to a major market, our traditional fish market in the U.S., where demand for fresh seafood has been growing at a remarkable rate.

If it's that simple, why aren't we up to our necks in home-made haddock, or whatever?

Obviously, it isn't that simple.

And it is probably equally obvious that the growth of aquaculture can only be achieved with some understanding on the part of the traditional fisheries. But you have to understand that their concerns are real, and totally understandable.

Let's not scoff at tradition. While the life of the traditional fisherman, inshore or offshore, is not the easiest way to earn a living, it is a lifestyle that has been with us since time immemorial. It is an industry that has, over the generations, had much to do with the forming of the character of the people of the Atlantic Provinces. And from that point of view alone, has much to recommend it.

But all things change. Change or die. New technologies replace the old ways.

Today's fishing industry is more than just a way for some hardy souls to earn a living. It has a key role in feeding the world's growing population, and production efficiency is increasingly important.

You should also consider the analogy between hunting and farming and traditional fishing and aquaculture. The traditional fishery only takes from the sea, and how long can fish stocks survive if demand continues to rise?

In the final analysis, there will probably be a place for the new and the old. So that one day, our newscasts will be full of the infighting in the fisheries — between the offshore fishery, the inshore fishery, and the onshore fishery.

Long may they all prosper!

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FEEDBACK

No snobs and toadies

The snide and rather silly article on Baddeck in your September issue invites a sharp protest. Having spent the last 17 summers in the village, with family connections that go back nearly two centuries, I can assure you that to depict the people of Baddeck as a collection of snobs and toadies is grossly insulting. Members of the Bell family are respected for past benefactions but the great majority of citizens couldn't care less about the "Bells" and their affairs. They are simply faces in the crowd of summer visitors. If this article is typical, it throws into serious doubt the validity of other entries in your series on small towns in the Atlantic Provinces.

Nonna MacKenzie
Ottawa, Ontario

Writer's motives questioned

Surely the people of Baddeck are not deserving of such a venomous attack. I hope Heather Laskey will never come to any other small town in Nova Scotia. The whole tenor of the article was one of contempt and spite. I wondered if Ms. Laskey had some personal reason for her malice.

Jane A. Richardson
Westville, N.S.

Clipping our wings

Trivia anyone? In *Atlantic Insight* which section is interesting, well written, with excellent photography, disproportionately expensive to research and totally irrelevant? Travel. With so many excellent sources of international travel information, why include this in an otherwise right-on regional representation? Atlantic tourism could use the boost you're giving Haiti, Wales, Israel, etc.

Joanne Hughes
Southport, P.E.I.

A spiritual lift

Although I am not a religious man, your article in October's issue on the meeting of the leader of the Roman Catholic Church and a common man — the unrecognized backbone and essence of the church's existence — struck me with the simplicity of its reading. It was nice to read a story that did not remind us of the troubles on our planet — war, starvation, terrorism, politics and the never-ending list of bad feelings which dominate our existence. This story gave me good feelings about life itself and the reasons for living. Whether it was the faith of the fisherman or the fact that he could be involved in such a ceremony, I felt it increased my confidence in humanity. I have visions that after we blow ourselves up, men like Paul Duggan will be out to sea the day after, providing for their families and keeping the faith.

Michael S. Cook
Moosejaw, Sask.

Mixed message

Your editorial "A sense of responsibility" is at best contradictory, at worst hypocritical. While condemning carnage on our highways, your magazine promotes "the glamor of lucrative liquor" through its advertisements. In the same issue you had eight ads promoting alcohol, four of which were full-paged. Nearly twice as much space was used to push alcohol as that used to "halt the carnage" on our highways. If we hope for "a radical shift in public and private attitudes" we must move away from this type of medial education. Using the most sophisticated techniques, alcohol advertisements stress good times, self-esteem, social acceptance and sex to entice people to consume liquor. No amount of effort on the part of advertisers to promote moderation can make up for their initial social irresponsibility. Your magazine lacks a "sense of responsibility" by allowing them space to educate us to the above associations. The "profit" motive has taken precedence over morality in the advertiser's mind and perhaps in magazine editorial policy. Physician — heal thyself.

Chris Hughes
Saint John, N.B.

Image suffers setback

The article in your September issue entitled "Public trials and hard times for the Hollett family" struck me as an unfortunate revelation and a severe setback for the image that officers of the law are attempting to portray. The people of the Halifax-Dartmouth area should see to it that the two culprits involved are severely punished and that there be no recurrence of such sadism.

C.W. Hancock
Pasadena, Nfld.

Setting the record straight

All of us who have involvement with pay T.V. distribution view the demise of Star Channel with great regret. The dedication and hard work of Finlay MacDonald in pursuit of an Atlantic Canada-based pay television channel is recognized and admired in the industry. However, your article is incorrect when it states "the biggest drain on money initially came from the rental cost of broadcast space on Telesat Canada's Anik C1 satellite, which cut into Star to the tune of $1.5 million." For the record, Telesat's total billing to Star Channel to the time Star ceased to operate was less than $940,000, of which less than $213,000 was actually paid. A far cry from the $1.5 million you report. The payment of less than $213,000 to Telesat amounts to only 4.3 per cent of the $5 million financing, consisting of $2 million in equity and $3 million in debt which you report in the same article. Clearly, payments to Telesat could not have been the "biggest drain" on Star Channel's treasury!

Eldon D. Thompson
President, Telesat
Ottawa, Ontario

A privilege, not a right

In response to your article "Higher education is not a privilege" in the October issue, perhaps the real question is not whether Nova Scotia's young people will be able to afford higher education but if the public can continue to let the government run into even higher deficit financing to subsidize the demands made by organized minorities. The public condemns government for its huge, mounting debt, much of which accumulates as money is given out in subsidies and make-work projects. Most of this money is beyond recovery because there is no product from the process that can be sold. One does not have to be a university graduate to figure out that it all adds up to a deficit for which the taxpayer is ultimately responsible. Higher education is a privilege, a privilege that the majority of people my age (64) did not get. We went to work because there were no handouts or even government loans for education. In later years some of us went back and paid for the education we could not get when we had to leave school. I still consider it a privilege that I was able to do so.

Jack Barton
Bridgewater, N.S.

Upcoming in Atlantic Insight

1985 is Parks Canada's 100th birthday: some say we have nothing to celebrate

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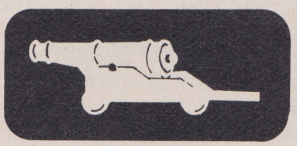

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Grand Manan battles modern world, and loses

Assaulted by change in the past year, islanders are reeling from the effects of a liquor licensing battle and Moonies moving in. They wonder how their haven of tradition yielded to mainland problems

by Catherine Clark

On the surface, nothing has changed. Grand Manan Island's quaint fishing villages, white-painted churches and reputation as a bird- and whale-watching sanctuary remain intact. But to the dismay of the 2,700 residents, the island has been assaulted with change in the past year that has threatened their close-knit communities and unique lifestyle.

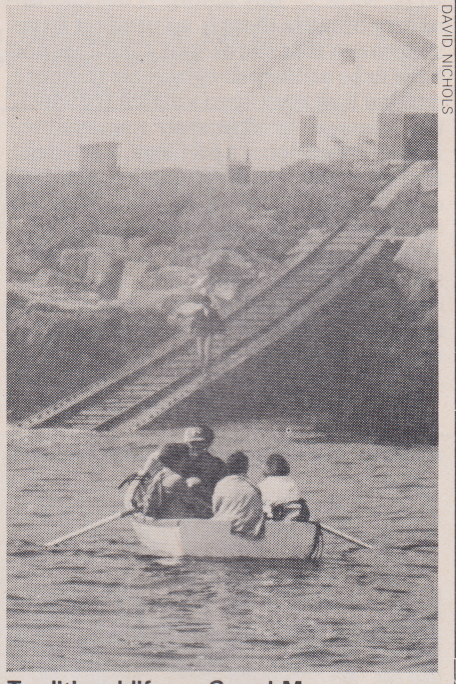
Once an idyllic haven for tradition, Grand Manan has been rudely shoved into a culture shock that threatens the community's very foundation. To some, Grand Manan will never be the same. To others, the island has merely lost some of its innocence. The first assault came last spring when the New Brunswick Liquor Licensing Board ended a five-year battle by granting the island's first liquor licence. Before that, islanders could buy spirits only at the island liquor store.

The decision to grant the Marathon Inn a licence to serve alcohol with meals from mid-May to mid-October brought howls of indignation from islanders who feared it would set a dangerous precedent, opening the doors for beverage rooms and lounges. Two months later the same opposition confronted the owner of the Griff-Inn when he sought, and was granted, a liquor licence.

Then last summer, just as that controversy began to fizzle out, the Moonies bought two lobster pounds in the community. The Holy Spirit Association for the Unification of World Christianity, or the Unification Church, is known for its cult-like practices and its flamboyant founder Rev. Sun Myung Moon, who is now serving a 15-month jail term in the United States for tax evasion.

On Grand Manan, rumors circulated for weeks. Some versions had as many as 30 Moonies moving to the island. When islanders investigated they found that a Moonie-owned firm, Ocean Fresh Sea Foods of Portland, Me., had purchased two lobster pounds from a local businessman on Ross Island, one of the smaller islands on the Gulf of Maine side. The pounds have a capacity for 200,000 pounds of lobster, worth more than $750,000 on the market. But panic didn't start until four Moonies moved into a large white house just up the hill from Cronk's grocery store in Seal Cove.

"Grand Manan is a small rural community and people are not ready for this," says Reverend Rick Robinson, pastor of the island's United Baptist Church. "They have traditional religious values that have been here since the island's founding. This year everything has hit us. But this is infinitely more dangerous than the liquor licensing."



DAVID NICHOLS

Traditional life on Grand Manan

As a rule, things move slowly on Grand Manan. Islanders shy away from the commercialism of the mainland. They are proud of their heritage and wary of outside influences.

During the liquor licensing debate, however, islanders were pitted against islanders. But the scars of those battles, although still tender, have healed. Some islanders, like Gene Guptill, who led the opposition against liquor licences, maintain that the problems have helped bring the community closer together. "It's been a rough year, there was bitterness on both sides. Now with the Moonies it's rough for us again," says Guptill.

The Moonies' arrival sparked a frenzy of united action. Church and civic leaders urged islanders to shed their naiveté about the clean cut, pleasant new residents. Businesses were warned of the financial might of the Moonie corporation. The Grand Manan ministerial association, comprising pastors from the island's 15 churches, flew in a cult specialist from Toronto to address a public meeting.

Amid all this, the chairman of the New Brunswick Human Rights Commission, Dr. Noel Kinsella, warned the community that freedom of religion is a right in Canada and advised them to show tolerance toward the Moonies.

Islanders are left in a quandary. They think they have a right to defend their community from outside influences. But they don't want to appear to be religiously intolerant. It's a difficult dilemma for a close-knit, religious community.

Mayor Ron Benson of Seal Cove, owner of Benson Lobster Company, says islanders are concerned about the future of their island. Although the Moonies say they are not there to recruit new church members, islanders believe there is no guarantee the cult will not use its financial power to buy more businesses and further infiltrate the community.

"People here don't like to accept that this is happening," Benson said. "It's difficult for people because they enjoy their way of life, so they think that because the Moonies are in a minority they should be ignored and forgotten. That's a very negative and dangerous attitude."

Not naturally cynical, islanders find it hard to believe Grand Manan, about 30 kilometers off the southeastern coast of New Brunswick, could ever yield to the mainland's problems. But they are the first to admit alcoholism, loneliness and family breakups exist behind the perfect white picket fences.

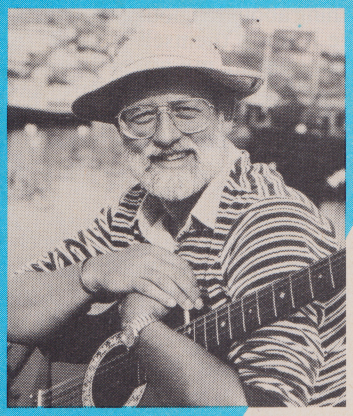
"People are groping for leadership and direction," says Eric Allaby, president of the Chamber of Commerce and author of a book about the island's history. "In the United States a lot of communities have suffered internal tension because of the Moonies. It's a heavy burden for the community."

But the Moonies say they are there to do business, not for any religious purpose. A spokesman said his church likes the community and sees lobster fishery development as a challenge. "We respect the beliefs and the privacy of the people here and if they would only be friendly, we would appreciate that. We don't want to bother anyone."

Allaby says he believes the Moonies are recruiting, despite their denials. "In this kind of community they wouldn't hold recruitment meetings. But socially, their friendliness and warmth will have an effect on lonely, idealistic people. Some people are already hooked."

After a rocky, controversial year, islanders are afraid of what their island might become. But they are hoping that the very thing that makes them unique — their strong sense of community — will save them from the outside world.

SAIL ON



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P.E.I. HERITAGE FOUNDATION

◀ Tignish church in 1890s and its altar

Priests must stop destroying altars, heritage group says

Parish priests who destroyed the magnificent altars at St. Simon's and St. Jude's Church say they were just following the directives of Vatican II

by Katharine Jones

The elder people in the parish wept," says church organist Henri Gaudet, when the magnificent main altar in St. Simon's and St. Jude's Church was removed and destroyed in 1968. Recently the altar from the side chapel in the same Tignish, P.E.I., church was carved up with a chain saw and burned.

It was not the work of vandals. The destruction was carried out by parish priests in accordance, they said, with church liturgy. At least one irate parishioner and the Prince Edward Island Museum and Heritage Foundation are determined to see that it doesn't happen again — even if they have to take on the Roman Catholic Church.

Reg Porter grew up in Tignish on the western tip of P.E.I. He served as an altar boy in St. Simon's and St. Jude's Church. When he came home one summer, to find the beautiful high altar gone, he was shocked. "The sanctuary part of the church, where the altar was placed, was always traditionally considered to be such a special, such a holy place," says Porter. "To see something casually destroyed is going to shake anybody's faith." The parish priest, Father Michael Rooney (now deceased) told him removing the altar had been a "pastoral decision."

Porter is now program director with the P.E.I. Museum and Heritage Foundation. He says the Tignish church has a special historical significance. The cathedral-size church was built in 1859 by Patrick Keely, one of the most celebrated church architects in North America, in what was then the middle of nowhere.

The interior of the imposing red-brick structure was painstakingly decorated. "It's the only church in Prince Edward Island ever to have a complete iconographic system" says Porter. "In other words, an artist was given the job of decorating the church so that everything ties together to support the ideas behind Christian worship." A Montreal artist with 12 assistants painted life-size portraits of the apostles, giving the impression of statues in niches. A huge Louis Mitchell pipe organ was installed in the balcony. But the *pièce de résistance* was the high altar carved from Florentine marble, with a Gothic spire for a tabernacle, and hammered bronze low reliefs. The parish council was not consulted when it was taken out. And Henri Gaudet says few parishioners spoke out. "We were brought up to believe that priests were always right," says Gaudet, "that they would never do any wrong, that whatever they did was in the best interests of the universal Church."

The removal of the altar was the result of changes in church ritual following decisions of the controversial Vatican II Ecumenical Council in the 1960s. To allow the people to become more involved in church liturgy, mass was to be said facing the congregation. "It was an excellent idea," says Porter, "to bring the people closer to the sacrifice of the mass by bringing the altar toward them."

In some churches this was interpreted to mean that the high altar had to go, and a new one put in closer to the people. The priest would no longer have his back to the congregation during mass. But many Island churches — indeed churches all over the world, including St. Peter's Church in Rome, have retained their high altars. "At no time did Vatican II demand that anything be destroyed,' insists Porter, "On the contrary, there's a very clear directive which states that changes to historic churches should only be made in consultation with experts."

Porter says he's not questioning the authority of the priest as spiritual leader of the parish but takes issue with "this mindless, brutal and unnecessary destruction of our past." Henri Gaudet says priests often know little about local history and nothing about religious art. "And yet they take it upon themselves to destroy my heritage that my ancestors paid for, without asking my permission or any of the parishioners. I find that an insult."

In November, 1983, the hand-carved wooden altar, the last historic altar in the Tignish church, was removed from the side chapel. The then assistant pastor, Father Gerard Tingley, says he chopped it up with a chain saw and burned it, which is normal treatment for church artifacts no longer in use. "If they have been removed it has been common practice to oversee their destruction," he says, "either by fire or by burying them, because of the sacred function for which they were used."

Father Tingley admits that the interpretation of the Vatican II changes has been inconsistent. "What happens is that principles are enunciated — and it's the fleshing out of the principles that causes problems."

Father Tingley, who is now pastor of St. Dunstan's Basilica in Charlottetown, insists the high altar there is safe. "It will never be removed," he says, "for the simple reason that you would really do architectural damage." Reg Porter and Henri Gaudet feel that's just what was done in Tignish. Most parish priests have a fairly free rein. "They're given jurisdictional power over the administration of the parish," says Father Tingley, "and they can be ruddy dictators if they want to be." Porter says a priest is essentially a transient, and he questions the right of the priest to destroy something the parishioners paid for. "He comes and he goes, but the parish remains," says Porter. "It's not his to do with it as he pleases."

Many Island churches have kept their high altars, and in some cases religious artifacts have been preserved and many donated in trust to the heritage foundation. Porter says you can't preserve everything "but there are some monuments that are outstanding and should be recognized as such."

The heritage foundation is offering its expertise to the diocese to help preserve what is no longer wanted and determine the ultimate fate of objects which are considered important to the Island's heritage. It's too late for the altar at Tignish, but its sacrifice, so to speak, may save others on the Island.

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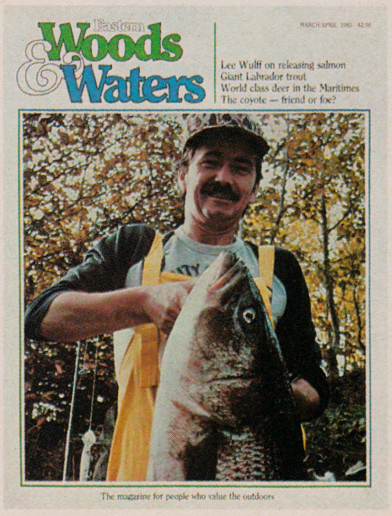

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Newfoundland bids a fond farewell to the last train

The Shoreliner *was never convenient — it was slow and lost money. But passengers loved it because it took them through the past — when trips were leisurely and sociable. Now it's gone*

by Peter Gard

Ed Stander brought his tin whistle. Marc Faureau and Christine Blundon brought champagne. Phyllis Andrews brought her 86-year-old aunt, Alfreda Morgan. It was Andrews' second trip in two days. Monarchist Nellie Carter brought a dozen copies of the "Ode to Newfoundland." Television crews from NTV, CBC and ASN brought microphones, lights and cameras. Halfway through the trip, they left the *Shoreliner* to file stories. Their seats were taken by 30 children that teacher Marge Roche brought from Bay Roberts. Someday, they can tell their children they were on the "last" train.

Passenger service on CN's main line across Newfoundland ended in 1969. Many people were shocked to see the end of the coast-to-coast service and the colorful, narrow-gauge *Newfie Bullet*. CN camouflaged its cost-cutting measures by changing its Newfoundland name to "Terra Transport"; by installing a bus service; and by maintaining service on three branch lines and a portion of the trunk. For six months Terra Transport ran buses and trains across the island to see which was quicker. Old rail hands still claim the corporation cheated by keeping the *Bullet* to its old schedule. Precious minutes were lost as the train idled at each station. The buses arrived in half the time.

Times have changed and now few are surprised when a branch line, or even a main line, is closed. Trains are no longer necessary, but are used by people who love leisurely, relaxing and sociable travel. The *Shoreliner* was never convenient. It made the 260 km trip to Carbonear and back in eight hours — averaging 30 kph. At best it provided a day's adventure for schoolchildren; solace for retired CN employees; or excitement for rail buffs who came from across North America to ride the rare one-metre wide track (maximum allowable speed 40 kph) and watch the four-man crew work the continent's last "mixed consist" of passenger coaches and freight cars.

At worst, the *Shoreliner* was a sure-fire money loser. "The service lost $225,000 in 1982," says Terra Transport publicity man Gary Callahan. "It takes 40 passengers just to pay for the fuel and the *Shoreliner* run last year averaged 12.9 passengers a trip. It's a dollars and cents proposition."

But former *Shoreliner* conductor Gordy Smith sees things differently. "If it's not paying they don't want to see it," says Smith, and many would echo his sentiments, "maybe this thing would never pay, but they're depriving a lot of people." He spent 30 years on the rails — four of them conducting the *Shoreliner*. He doesn't mince his words. "It was never advertised. The only ad Terra Transport put in the paper was the one that said the train was cancelled. People from Spain and England knew more about this train than people in St. John's. I'd say the coaches haven't been painted since they came into the country; but I can tell you the last time they were washed — it was the day before yesterday. They were up 'til 10 cleaning the cars to get them ready for the cameras. They had to. The cars were so dirty you couldn't see through the windows."

There are 100 passengers on the *Shoreliner's* last run: their reasons for the trip range from the frivolous to the profound. "I was two when I was first on this train," says Fred Hayward, now 73. "There's a picture of me sitting on Seal Cove Beach as a baby. It was my favorite excursion, then, to go out on a Sunday. When I heard this was the last train I had to come." Lillian Clarke, Phyllis Andrews and Caroline Clarke (no relation to Lillian) had taken the last train to Argentia the day before (Sept. 19). They liked it so much they came back to take *the* last train.

On this, the last day, one would be hard-pressed to find someone who doesn't like the *Shoreliner*. The sun is shining. The fall scenery is stunning. As passengers get acquainted, they chatter and exchange cakes, champagne and "railway tea," tasting suspiciously of rum. One can understand the nostalgia. The Newfoundland flitting by the windows is the Newfoundland of 30 years ago: horses, trees, green pastures and potato fields. Along the route, people wave from back doors and cars. Parents take children into backyards to wave to the last train. At each stop, passengers disembark to find souvenirs. Children pepper the track with pennies. Gordie Smith delays departures while people chat and take pictures. Some passengers want him to sign their tickets. "I hope you enjoyed your train ride," he writes. Some pennies fall off the track. Smith stops the train, replaces them, and signals the engineer to back up over them. Newfoundland trains were slow, but they were famous for the kindness of their crews. Besides, today, no one will joke about three-hour late returns.

PETER GARD

Enjoying the last train's run

It's dark by the time the *Shoreliner* reaches St. John's. "It was lovely," says Phyllis Andrews, "I enjoyed it so much I wish it was on again." "It's a very sad thing that's happening here today," says Richard Forest, a New Jersey lawyer. Retired conductor Gerald Vaters says, "It's the last nail in the coffin." "What I enjoyed most was the scenery," says Mrs. George Burling, "the train makes things look like they did years ago. What a waste of money to take a plane. You see nothing. It's all right for businessmen, I suppose."

A little before St. John's, Gordy Smith stops to pick up his last passenger: he's a dignified, wizened fisherman who for years saluted the train as it passed his retirement cottage. As the train pulls into the station, Nellie Carter hands out copies of the "Ode." The hearty, dirge-like tune seems appropriate. For a moment, the fatique lifts; but it settles again as the singing ends. Carter waits to be the last to get off. It really is the last train.

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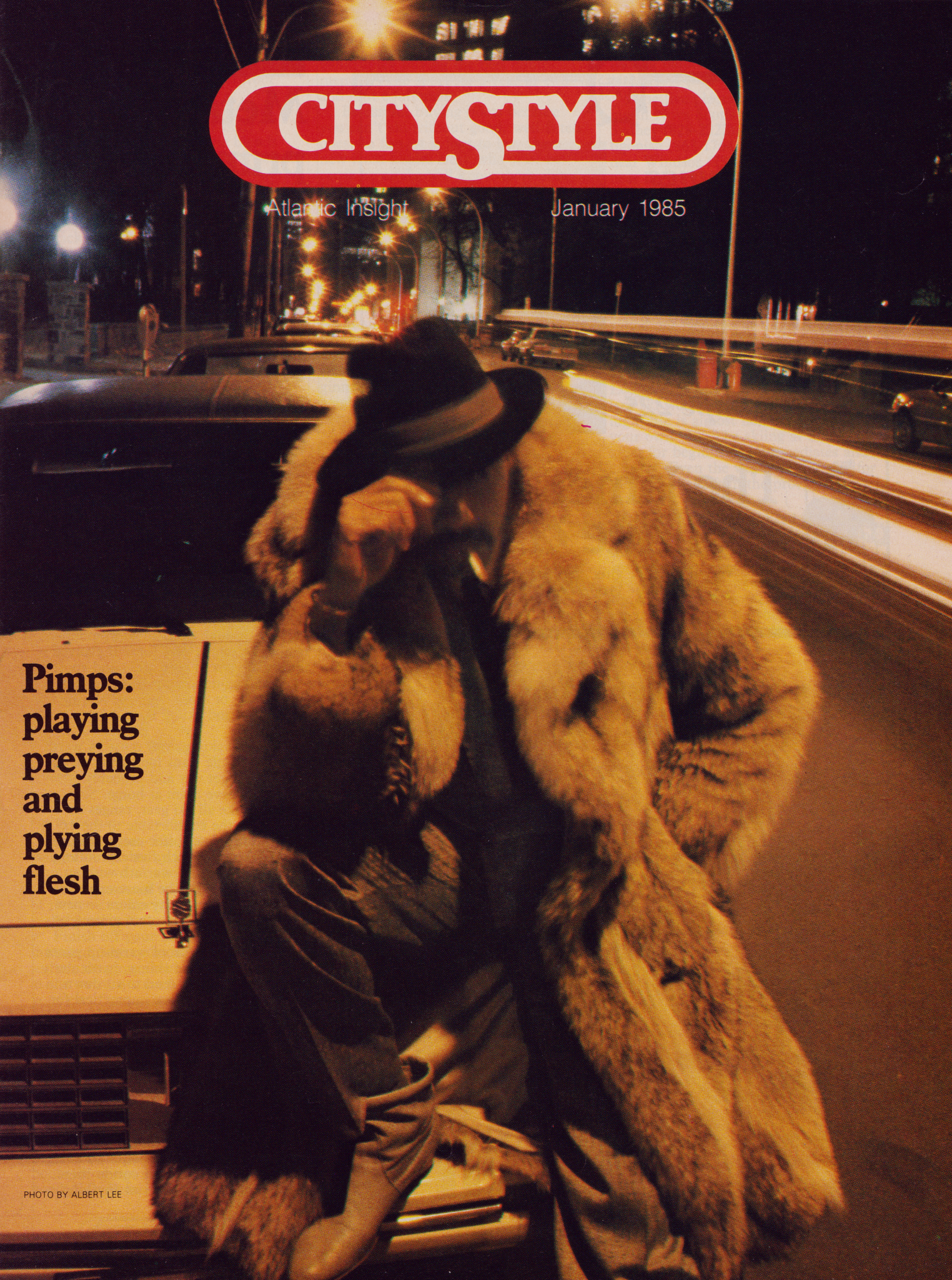

Pimps: playing preying and plying flesh

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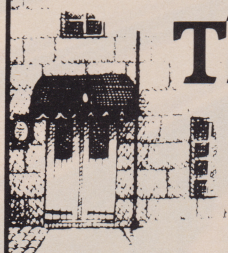

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Metro ski primer: button up, buckle up and go for the snow

by Sandy Nicholson

Skiing can carve a deep hole in your wallet, but it needn't if you are realistic about the equipment and the type of skiing you want. Sure it's no problem to spend up to $2,000 on techno-freak, triple-joint boots, 75-way release ski bindings and FRP carbon fibre serated edge skis. But do you really need that?

To ski derives from the old Norse *skith* — to snowshoe. In days gone by skiing was a means of travelling quickly through deep snow in mountainous terrain. From there it evolved into two types of recreation and sport — Alpine, commonly called downhill, and Nordic or cross-country. Nordic equipment and skiing is a lot less expensive.

To enjoy skiing, you must be warm and dry. While jeans look great on the hill, they'll get wet and probably freeze, so leave them at home. Ski clothing, like all ski gear, ranges in price from the comfortable to the extreme. Some lines offer useful features like three-way stretch, waterproofing, stain resistance and warmth without bulk. They tend to be more expensive. Other lines offer flashy colors — new every year — and are often gimmicky, so be wary.

Quilted, waterproof warm-up pants are great for Alpine skiing, particularly for beginners, who tend to sit down in the snow a lot, but are impractical for Nordic skiers. Cross-country skiing requires free and easy movement without bulk. Stretchy knickers met by long socks are best for that purpose. If it starts to rain, nylon shell pants with an elastic waist and full-cut legs will keep you dry.

Under those wonderful-looking pants wear warm underwear. Even here, marketing wizards offer an amazing array of choices, but cotton thermals seem to be as good as anything

else, although some new synthetics are said to be warmer, more waterproof and less restrictive.

It is worth buying a proper ski sweater to keep your upper body warm, and the new synthetic blends offer a lot of flexibility, breathe well so you don't get too hot but are insulated to keep you warm. Alpine skiers should cover up with a light, warm jacket that covers the hips. Better jackets have two-way zippers that can open from the bottom to allow freedom of movement.

PHOTO COURTESY SKI WENTWORTH

Fun in the sun — winter style

But the down-filled Alpine ski jackets are too bulky for the cross-country crowd. A one-piece Nordic suit of stretch material will allow freedom of movement, keep you warm and look really good.

Finish off your outfit with a pair of insulated tube sport socks, quilted leather ski gloves with a stretch band at the wrist, a stretch toque to keep your ears from getting frostbite, and a pair of decent goggles, preferably ones with anti-fog lenses.

Now you are dressed and almost ready to go, except for equipment. Those who say skiing is daring are right — look at equipment prices, look deep into your wallet, and decide. If you want new gear, the after-Christmas sales can offer some help. If you are a beginner, ski packages offering skis, boots, bindings and poles are often a good deal. Before you dive into bankruptcy buying the best equipment, try the sport for a year or two and rent equipment.

Be careful buying boots because you can't ski without good, well-fitted ones. In fact, it is best to buy them new from a sales clerk who skis, because he or she will know more about fitting them.

If most of your skiing is done in Nova Scotia, buy a ski that tracks well and doesn't sideslip on packed snow or icy slopes. Wood core fibreglass skis are usually easier on the knees in bumps, since they absorb energy better than some of the high-tech models. Giant slalom skis are best for most people as they are more forgiving. Long skis are more comfortable than short ones but less manoeuvrable. Beginners like them shoulder or forehead height, aspiring intermediates and experts prefer them long.

Cross-country skiers into performance will want long, skinny skis. Beginners should get skis that are a little shorter and wider to provide stability. Nordic skis come in an array of materials from wood to carbon fibre, and you can buy various types of no-wax bases. Some experts say it is essential to use the proper wax for snow conditions. Manufacturers counter that they can make plastic bases that can handle all types of snow. You'll have to decide if you want to spend time waxing before getting out, or if you'd rather just snap on the skis and go.

The five places to go downhill skiing in Nova Scotia are Benion, near Sydney (828-2222), Keppoch, near Antigonish (863-1764), Mount Martock, near Windsor (798-4728), Smokey, near Ingonish (285-2778), and Wentworth, in the Wentworth Valley (548-2808). The hills are geared for beginners and intermediates and some hills offer a few runs for experts.

Smokey, operated by the provincial government, is the biggest hill, with the longest runs and most challenging skiing. A fire there two years ago wiped out facilities at the base of the hill and temporary measures were taken to remedy the situation. Phone first for a list of services. Keltic Lodge, which is nearby, offers excellent ski weekend lodging rates, but night-life is almost non-existant so take your own fun. The skiing at Smokey is great for beginners, intermediates and experts. Even the weekend line-ups for the only chairlift in the province are short.

Many metro skiers head for Wentworth a lot because the drive is only an hour-and-a-half, and the hill offers something for everyone. The lodge can provide food, spirits and warmth by the fireplace and you can buy or rent equipment at the ski shop. Weekdays are better than weekends unless you

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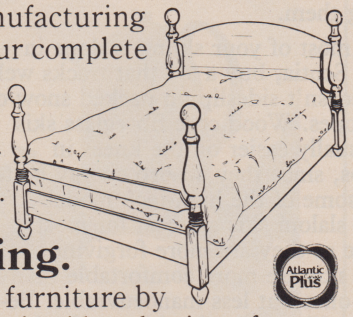

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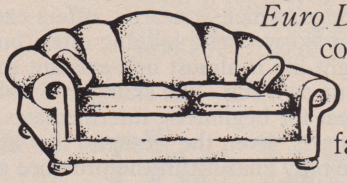

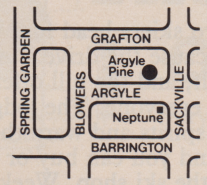

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are very patient since weekend line-ups for the two T-bars can be very long, especially on sunny days. If you don't feel like driving home, overnight accommodations are nearby.

Even closer to town is Martock, which can usually be skied if it is cold enough because the snow-making equipment spits out a lot of white stuff. Snow-making is critical at Martock because the hill is shorter than Wentworth or Smokey and its two T-bars are equally as busy — in fact even weekday line-ups can get long. That means snow gets skied into ice almost daily and fresh snow is needed. The hill offers night skiing under lights — a real blast if you've never tried it — which allows fanatics to ski until their knees give out. It also gives you enough time to get in some skiing after work. Other attractions include a ski boutique, take-out counter, bar and ski rentals.

Tow tickets at these resorts will cost $10 to $20 a day.

Cross-country skiers get the best deal of all — free skiing almost anywhere they choose. There are proper Nordic trails at Wentworth, Martock and Smokey but the province is virtually your playground. The Old Orchard Inn near Wolfville has a number of trails carved through the countryside and offers a weekend package for the skiing family.

The local recreation departments have included cross-country skiing in their programs. For example, the Halifax recreation department can provide maps of places to ski in Point Pleasant Park, near the Dingle in Fleming Park and the wilderness park in Hemlock Ravine. The city's Outdoor Centre (421-6839) can tell you where to ski and give you advice on buying clothes and equipment. Ski instruction is available two evenings a week, under the lights in the Merv Sullivan Park starting Jan. 22.

In Dartmouth, the Shubie Campground will open to skiers in mid-January, or earlier if the snow falls. The recreation department (421-2307) is holding one-day clinics on waxing skis and caring for equipment along with sessions on buying equipment.

The Halifax County recreation department (477-5641) is planning to stage cross-country ski clinics in different locations throughout the county. The six-hour program will cater to various levels of Nordic skiers.

Nordic Ski Nova Scotia, a branch of the province's Sport Nova Scotia (425-5450), will happily answer any questions about cross-country skiing.

Skiing is no longer the exclusive white domain of the wealthy few — it's accessible for us all, and in your backyard. Button up, buckle up and go for the snow. C

Winter tans look great but protect your skin

by Patricia Holland

Skiing promotes a feeling of invigorating well-being and produces a healthy glow more quickly than any other outdoor sport. But unprotected skin suffers irreparable damage from the very same elements which contribute to the enviable winter tan.

Skiers of all ages must protect against both windburn and the sun as it is reflected off the snow. Local weather conditions at Wentworth and Martock, where daily mean temperatures range from −5C in January to −1C in March and spring maximums hit +2C and +3C, are not as drastic as those of the high altitude Rockies and European Alps. We tend to forget, however, how strong ultra-violet rays still are in winter. Skin creams need to be richer, not only to moisturize but to seal in natural oils, and an added sun filter is necessary.

Mills Brothers' cosmetics buyer, Marilyn Strawson Pellerin, recommends finding "the right protection for the right environment for the right skin type." Many products now clearly state the "SPF" or sun protection factor, the higher the number the greater the protection, from two to 23. Estée Lauder and Clinique have a complete line of moisturizing products to answer skiers' every need.

Avid downhill types require a moisturizer with an SPF of eight or higher combined with calming ingredients to cut down on windburn redness. Clinique's "Sun Block 19" gives the best protection with no color added — acceptable by men, and "Sun Block 10" is for oily or youthful skin prone to blemishes — teens on February and March breaks, take note. Lip care is covered by emollient sticks with built-in sun blocks.

Cross-country skiers, while they are not buffetted by icy winds or chilled by waiting in long tow-lines can't be seduced into carelessness by quiet trails and open fields because the number of their outdoor hours is often greater. Moisturizers for them can be slightly lighter in weight, but still not sticky so that perspiring skin can breathe. It's important to reapply protective creams throughout the day and to avoid the temptation of scooping up a handful of cooling snow.

Skin care doesn't stop at the end of the day's last run. Mrs. Pellerin urges an après-ski cream that includes a soothing element. Extreme changes in temperature from the outdoor cold to the indoor fireplace heat, combined with the shock of warming alcoholic drinks, produce those rosy cheeks but also cause capillary damage.

Lawton's chain of drug stores and its Impulse Cosmetic Boutique stock a range of skin care products from the high-fashion names of Lancôme and Charles of the Ritz to the familiar family brands of Coppertone and Lypsol. Karen Markey, Lawton's esthetician, suggests preparing the whole body from the inside out by drinking six to eight glasses of water a day while skiing.

Some names to look for are two from Biotherm: "Anti-Wrinkle Sun Cream," unscented and suitable for men, allows a tan but slows down the wrinkles; and "Total Invisible Sun Screen" — a tinted day cream for all ages from infants to adults. Ritz makes a conditioning lip balm that can be worn over lipstick but is non-greasy enough for men, and an eye treatment cream to protect against aging lines and squint marks. The most comprehensive coverage comes in a tube that's easy to carry, "RV Paba for the Lips" with an SPF of 10 inhibits burning and chapping and can be used for lips, nose and around the eyes. To blend in that new tan and diminish the reverse racoon look from goggles and glasses, try a Lancôme tinted day cream, "Bienfait du Matin."

Children and young people are not immune to sun and wind damage and a quick stop at the drug store or the ski shop at the bottom of the hill will supply the most basic items — Atrixo or Bain de Soleil, medicated Labello and flavored Lypsol. Take a second look at "Ten-O-Six" in two strengths, known as a cleanser but good for burns, ideal for ages 12 to 17 but not little ones.

If you can't see the moguls for the snow in the blizzard of products in the shops today, ask for advice, it's free. But it will all sound the same — don't go skiing at any age without some type of skin protection. The lovely glow is short-term in enjoyment and life-long in destruction.

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Winter boring? Accessories make you look

by Patricia Holland

Today the word "accessories" embraces a far wider world than the basic matching shoes, gloves and handbag. The clever combination of bright or unusual accessories will inject new life into what are by now tiresome winter coats, suits and dresses.

January and February in the Atlantic Provinces are cold and blustery enough to require head covering for even the bravest. Fur hats can be all-enveloping clouds of wolf, fox or racoon. While a mink is a mink is a mink, it can also be a high fashion item when styled à la Lady Di.

Fur also falls within the boundary of accessories when pastel-dyed Alaska Seal is cut into a full-length vest to wear outside a water repellent coat, or inside as a button-in lining. Anything in fur, especially hats, can weather our city's wet snowstorms if allowed to dry naturally. But if your day begins cold enough for a fur coat and ends up raining, THE accessory to carry is a generously cut, collarless slip-over of rayon and polyurethane blend.

The scarf is singular in its ability to change shape and to vary the look of the costume it accessorizes. The same trick of a large scarf over a coat can be played to perfection with a brilliantly hued square of pure silk over a simple wool dress. In oblong form, two scarves of contrasting color wrapped one inside the other add drama to the neckline of a coat or jacket.

Fashion is cyclical and winter's look this year is a return to the glamor of frankly fake "costume jewelry" which sparkles from neckline to shoe. It's almost as expensive as the real thing, but an attic trunk, antique shop or even a flea market stall can yield treasure that's up to the minute in style.

Accessories can see us through to spring. They are as unlimited as the imagination. C

". . . all that glitters is not gold. . . " but the flashy, fantastically fake chunky jewelry, embroidered belt and evening tie of overlapping rhinestones is just as attractive

A winter coat with a water repellent overcoat to cut wind and snow. Add a vivid wool "funnel" with matching long scarves and new "no-finger gloves"

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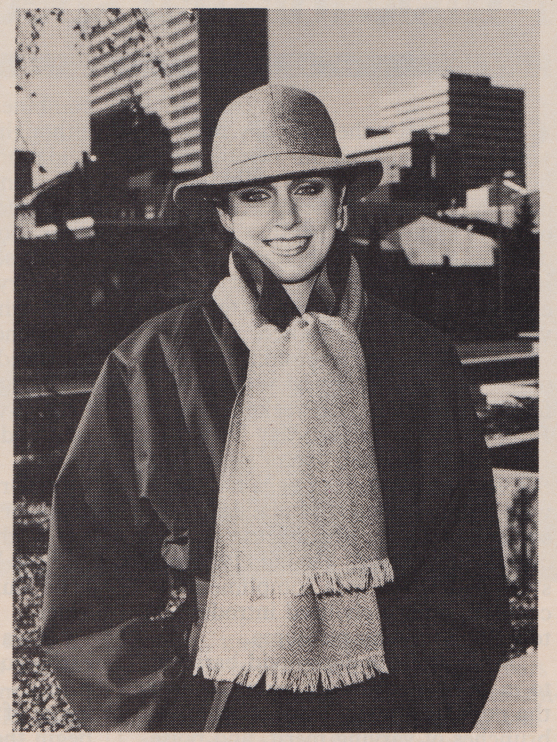
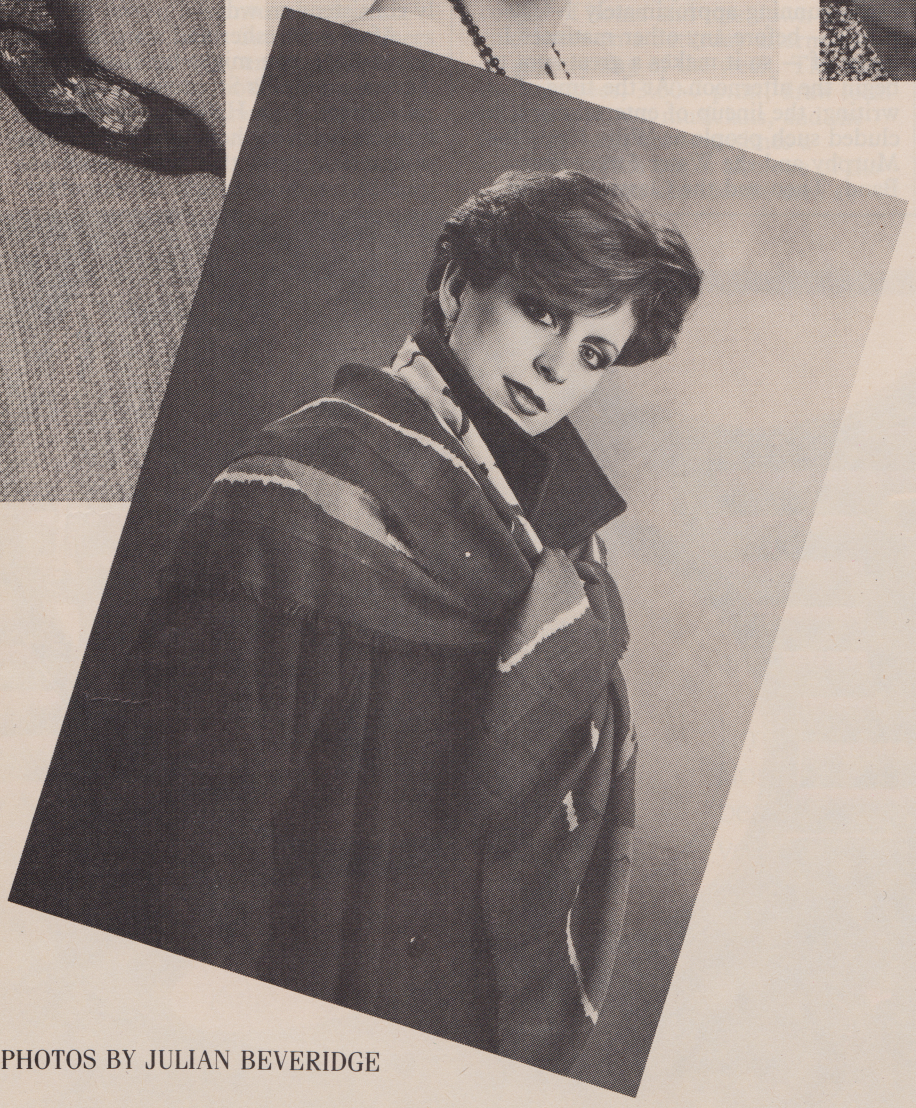




High fashion in fur. The "Lady Di" look, upper left, complete with side feather and face veil

The raincoat alone, above, becomes the third dimension teamed with a man-tailored tweed hat and tweed wool scarf

An extra large print scarf of bright colors enlivens a winter coat, left. Wool challis drapes well and stays in place

"Buttons and Bows" are back in fashion on shoes, below, for daytime and evening, in fabric, leather and brilliants

PHOTOS BY JULIAN BEVERIDGE

Music for that special time you call your own

by J. F. Mickle

Saturday. It's the only day most of us can really call our own — 24 hours in which to occasionally indulge our whims without the spectre of the office or other responsibility looming dark on the morning horizon. This being the case, the purveyors of boozy entertainments do their best to part you from your hard-earned money.

A diabolically clever concept, one with considerable appeal — especially for those of us whose weekends begin Friday night — is Saturday brunch. Hair of the dog and eye of newt, or at the very least a pair of eggs napped with a sauce labelled Hollandaise by some chef with a ribald sense of culinary humor, or a small char-broiled steak and salad, with complimentary cocktail, offer a civilized introduction to a day of earthy pleasures.

Several of the dozen-odd bars, not to mention restaurants, along or near the popular Argyle Street strip, offer brunches of varying merit, and poise one for an assault on downtown Halifax — or Dartmouth. Only you can decide what appeals to you: people, service and all those things that combine to create ambience. And although complaints of a lack of imagination from bar to bar aren't uncommon (many simply attempt to reproduce the others' success with the same food, decor and so on) enough people seem sold on one or another to make trying a few different spots worthwhile.

If one's bent happens to be music, one need not wait until evening. Taking for granted that you haven't chased brunch with a half-dozen Caesars and returned home to bed, it's matinee time.

A foray across the harbor via ferry, good for fresh air and the view, brings one to the Dartmouth ferry terminal and the Wooden Nickel, a comfortable little lounge featuring rhythm and blues.

It's a nice change and starts quite early (running approximately 1-4:30 p.m.) — before any other matinees I know of — so it makes a great spot to begin the afternoon. At the time of writing, the lineup of entertainment included such people as Willy Hop, Joe Murphy and the Water Street Blues Band, Theo and the Classifieds, the Heartbeats and the F-Tones.

The mood is relaxed and the entertainment, for the most part, enjoyable. It's generally kept to a dull roar so brunchers need not watch their meals moonwalk across the table — and as the chef winds down, the band starts to cook. Those who habituate the Wooden Nickel like their blues, and the crowd varies widely in age. The club also has entertainment of the same ilk Thursday through Saturday nights from 10 p.m. to 1 a.m.

A quick return trip on the ferry and a block or two up George Street at Granville brings you to Scoundrels, a bar that did good business a few years ago with regular weekend entertainment then closed its doors for a while. It now features live entertainment on Saturday afternoons only, and located downtown, it's beginning to draw fairly consistent crowds.

After a refresher and a set at Scoundrels, you might try Ginger's Tavern on Hollis Street just past Morris. Ginger's is a Halifax insitution. A favorite watering hole offering a variety of entertainment, this tavern is unequalled for sheer variety by any other

ALBERT LEE

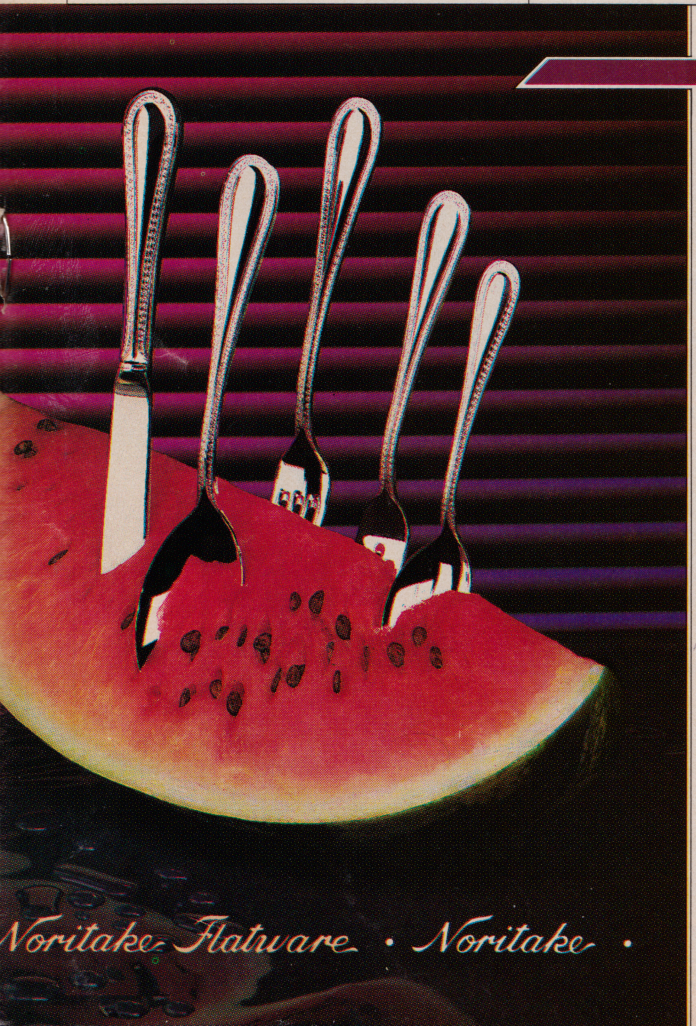
Water Street Blues: as the chef winds down, the band starts to cook

bistro its size in metro.

The tavern has entertainment six nights a week, with Saturday matinees often drawing large, enthusiastic audiences. And why not? It features everything from comedy through solo performers to pop, reggae and rhythm and blues.

Ginger's is unpretentious and friendly, a great spot to while away a couple of hours and toss down a few cold beers on a Saturday afternoon — or any evening of the week. The Saturday matinees, 3:30-7 p.m., draw local and out-of-town musicians, and the resulting jams are sometimes a knockout. This bar is also one of the only places you can see the area's young, untested talent.

This is just a sampler of local bars featuring Saturday afternoon entertainment. There are several more. If you enjoy music but, for one reason or another, you're not inclined to go out to the bars at night, give the matinees a try. C



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Pimps and players: power brokers in the flesh trade

by Deborah Waters

11:30 p.m. Friday night. Halifax's pimps begin to congregate in a south end club. They gather in the back by the washrooms. Music pulsates from a well-equipped sound system, while a row of red and blue lightbulbs over the nearby dance floor blink on and off.

A heavy-set man in a dark, $750 suit moves through the crowded dance floor. Like most of the men here tonight, he's black. He greets friends, shaking hands, smiling. His friends wear conservative suits like his, or leather vests and pants. Some conceal their faces with sunglasses and wide-brimmed hats. At least two-thirds of the women here are white. Some are obviously prostitutes. The jovial, friendly, round-faced man in the expensive suit acts like the host of a party.

He calls himself a "player." He says he has three women working for him. At 28, he's been a player since he was 18 years old. He believes he is offering a service that takes care of sexual freaks, and keeps the "rape rate down." To him, the men who use prostitutes are "suckers," "dupes."

"My old lady has one trick who pays her $100 just to walk on him in high heels. She's got another one who pays her $150 to piss on him," he says.

He believes he also provides a service to the women who work for him. "For a lone woman to be out there, making money is a hard game. As soon as they go out in the streets someone ends up taking their money or beating them up. They need someone to take care of them," he says.

When a woman has a pimp, or a "man," he explains, no one bothers her. "They can make their money and live happy, you know what I mean?" His expressive, mobile face grins. He speaks just loud enough to be heard over the pounding music.

"I love all my women. I love them all the same. If I buy her a new outfit, you get a new outfit. If I buy her new shoes, you get new shoes. I see them every day. I take them to parks. I don't ask for money. There's never no talk about money. They throw it on the dresser. They throw it on the table. Just lay it there.

"Me, being a player myself, I'm sweet, I'm suave. My ladies get whatever they want. I buy them $100 dresses. They can have a fancy car. They've got gold. They got diamonds. They want for nothing."

Halifax has always had prostitutes but in recent years more have hit the streets. They are controlled by pimps who take all the money and often beat them to keep them in line

ALBERT LEE

What does he want from a woman? He places his brandy snifter on the black formica table. Leaning forward, he narrows his eyes and drops his voice half an octave. "The money. All of it. Then when she wants, she gets." He relaxes and smiles again.

"I can make more in three days than you could in the job you're doing now in two weeks. What you take home in two weeks, my woman can make in one night. Understand now why everybody's doing it?

"To me it's fun. I love it. Because I don't force no one to do nothing. It's a hobby. And when you can sexually please five or six women, and make them happy all at once, yeah, you should be proud of yourself.

"There's a difference between a pimp and a player. A player forces no woman. We don't twist their arm. We don't beat 'em. They come to us. We don't come to them. I don't treat none of my women as prostitutes or whores. To me they're ladies. And I will die for each and every one of them. I'm like a father, friend, boyfriend. I'm whatever they want me to be. I'm there.

"Violence does not keep a woman. Violence loses a woman. Intelligence keeps her."

He squints and taps his temple. "It's psychology, sweetheart. Mind over matter. The mind is a powerful thing. If I need to beat a woman to keep her, I don't need her."

Asked how a player gets a woman to work for him, he grins and pushes his large body back in the chair. Then, he leans forward, his elbows on the table, his Grand Marnier before him.

"Jones," he begins. "They call it a jones. Hooking your woman. Making her fall in love. You know? It's all about being a good lover. You understand? Every woman likes a man that makes a woman feel like a woman."

A "jones" is a craving, like the craving an addict has for heroin. His conversation or "rap" coupled with his expressiveness and warmth have transformed this ordinary-looking man into a charmer.

Asked why most of the pimps in Halifax are black, he responds, "We're born rappers. Black men have a charisma, a way with women, which white men don't have."

Though most of the pimps the police are aware of are black, Halifax does have its share of white pimps. Street sources say some of the white pimps are more "discreet," using the women who work for them to approach possible "recruits."

Some pimps, or players, are sugar daddies, who control women through sweet talk and promises. They play the role of protector and benefactor. They work for a percentage of the girl's income. Often it's every cent she makes. Some pimps are brutal, keeping prostitutes in line through violence and intimidation. Usually, a combination of sweetness and cruelty is the most effective form of manipulation.

Sergeant Ron Mosher of the Halifax Police Department's two-man morality squad cruises through the Halifax streets in an unmarked car. Nearing his retirement, he's a tall man with a bald head and dark-rimmed glasses.

As he drives, he gestures with a barely perceptible nod towards a thick-set black man wearing leather pants which strain across his beefy thighs. Wearing a wide-brimmed hat, the man stands in front of a store on Barrington Street.

"That's a pimp, right there," Sgt. Mosher says. "His girl should be right around here somewheres."

A block away he nods his head again in the direction of a hefty, big-busted woman with long, light blonde hair. "That's his girl." The prostitute is talking with a thin, elderly man. Smiles animate both their faces.

"You old fart. You're too old for that sort of thing," Sgt. Mosher whistles under his breath.

He patrols the parking lots where prostitutes go with their tricks. He drives by the darkened grain elevators along the waterfront, then back downtown. He estimates there are about 30 to 35 pimps, and about 30 to 50 women working the streets. How many

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more girls are working out of the clubs and lounges or in hotels, the police don't know.

Halifax's morality squad is squeezed behind a partition in the drug division. There's room for two metal desks pushed together, a few chairs and a couple of tall, dark green file cabinets. Sgt. Mosher and his partner, Constable Bill MacLeod, deal with prostitution, gambling, liquor violations, after-hours clubs, pornography and runaways.

Though charges are seldom laid, the police estimate at least half of the prostitutes have been beaten by their pimps. Some beatings are serious, others may involve a slap, or a blow to the head. More often, however, the cruelty is psychological.

The girl who becomes a prostitute usually comes from a broken home, or a home where one parent has an alcohol problem. She may be a victim of physical or sexual abuse. Often she's a runaway.

According to Sgt. Mosher, "They're looking for someone who will show them attention." The pimps cruise the places where alienated young girls hang out: arcades, bowling alleys, roller skating rinks. They offer them attention, kindness, the protection they aren't getting from home.

Some girls become prostitutes through violence instead of seduction. Sgt. Mosher says that occasionally a girl is kidnapped. Forced into an automobile, she is later raped by a pimp in the presence of his friends. Sometimes pictures are taken and used to blackmail the girl. The pimp's friends can challenge the girl's testimony if she tries to lay charges.

Not all girls are recruited into prostitution. Some try to do it independently. But if they are good-looking or want to work in a lucrative territory, they need the protection of a pimp.

Once a girl begins working the streets it's difficult for her to stop. With little education, her job skills are minimal. And, if a girl wants to leave her pimp, she has to buy her way out. The player interviewed in this article says it would cost one of his women $5,000 to leave him. Sgt. Mosher says occasionally girls are sold back and forth between pimps.

Joanne's straight blonde hair frames her heart-shaped face. Her eyes are light blue. Mostly, she keeps them cast to the floor, except for an occasional candid gaze. She smokes one cigarette after another and rocks nervously in her chair. She wears a soft white sweatshirt with torn-off sleeves and tight, faded blue jeans. She tells how she became involved with a pimp, and subsequently, in prostitution.

"I had no place to go. I ran away a lot. I couldn't handle it at home. I used to hang out the north end of Dartmouth a lot. I was always in Tim Horton's, always in McDonald's," she says. "That's where they caught me at.

"They drive around everywhere. And if they see a girl there more than one day, they'll start talking to her. They'll ask you do you want a drive somewhere, do you want a toke? The girls are too happy to say yes.

"They don't act hard towards the girls. They act real sweet. Like Mr. Goodguy, you know? If you see a lot of nice dressed guys riding around in Lincolns, nice cars, and they offer you all the dope and all the stuff that you want and offer you all the money that you need, I think definitely any girl would go for that if they got no place to go."

After a few months of kindness, and all the drugs she wanted, Joanne went to work for her pimp. He gave her a new name to go by, bought her some new clothes and took her to have her hair done. Equipped with false identification, she went to work in a Halifax club. She was 15½ years old.

She was accompanied by the other two women also living with the pimp. They told her what the rules were.

Says Joanne: "They watch you all night long to see what you're doing. And if you do anything different, they'll tell the pimp. And you have to go after certain people, like businessmen, people from ships that are making lots of money. We can't talk to people in jeans. And if they want two girls, they get two. If they want something kinky, they're allowed to have it."

Joanne's pimp told her she could make $1,000 a customer if she was willing to go to New York. "The money sounded real good. But I was scared to leave Dartmouth, Nova Scotia. So that's when I ran."

When she ran, the pimp was still being kind to her but she was terrified after watching him beat another girl. He called her names, viciously jabbing his finger in her face while she cried. When he saw Joanne getting upset, he took the other woman upstairs and beat her.

"Either you work there in New York. Or you're dead. And a lot of young girls are missing. Mostly because of that.

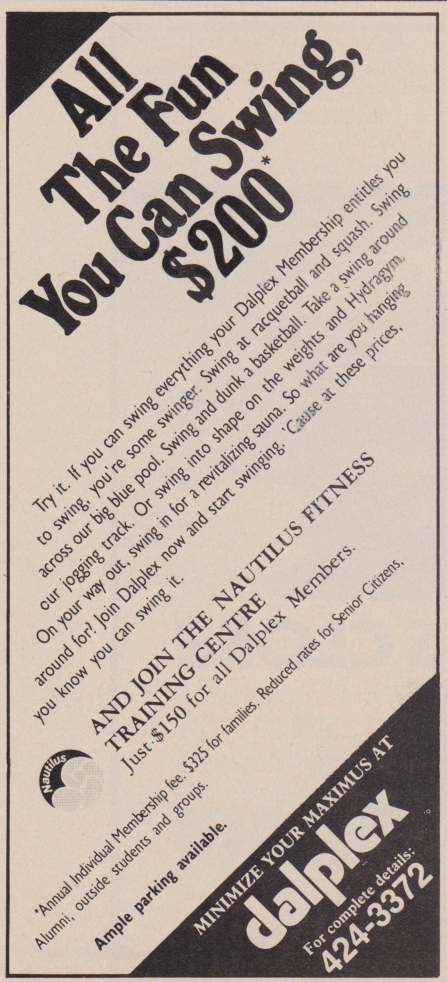
"They don't care what age bracket you're in, as long as you're pretty. The ugly ones have no trouble getting out. The pretty ones really do. Those are the ones that end up dead."

So far, no prostitutes have been found dead in Halifax. But Const. MacLeod believes it's just a matter of time before a girl is killed by her pimp or one of her tricks.

As difficult as pimps make life for prostitutes, few charges are laid and even fewer cases get to court. The police believe the main reason is fear, especially since the pimp can't be incarcerated before his trial.

In October, Harley Williams, 21, of Hammonds Plains, was sentenced to 10 months for living off the avails of prostitution. The police had been hoping a stiff sentence would encourage more prostitutes to come forward. Another case is scheduled to go to court in January, and a third case will be heard this spring. But the two-man morality squad can only be spread so thin. There hasn't been a full-scale investigation with RCMP co-operation since the Braithwaite ring was broken up about four years ago. Randy Braithwaite was sentenced to nine years in prison for a variety of prostitution-related offenses, including assault causing bodily harm and unlawful confinement. A witness at his trial said Braithwaite forced her to dance naked upon a table. When she stopped, the men watching burned her feet with cigarettes.

Fear is not the only reason why prostitutes don't turn their pimps in. They have a complex, love-hate relationship like a bizarre parody of marriage. The psychological hold pimps have over their girls should not be underestimated. As Joanne says, "When you go with them, you have no friends and no family. It's as simple as that. They are your friends and your family." C



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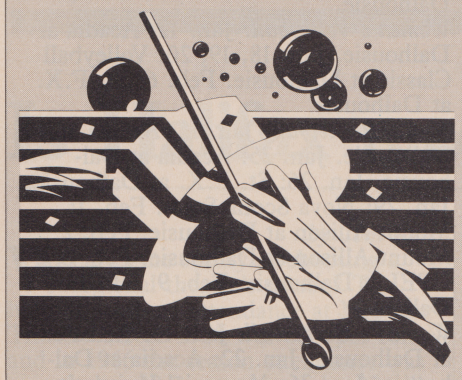

ART GALLERIES AND MUSEUMS

Anna Leonowens Gallery. (N.S. College of Art & Design). January — *Lorraine Leeson and Peter Dunn,* documentary work. 1891 Granville Street, 422-7381, Ext. 184. Hours: Tues.-Sat., 11 a.m.-5 p.m.; Thurs., 11 a.m.-9 p.m.; Closed Sun. & Mon.

Nova Scotia Museum. To January 6 — *Nightwings.* An exhibit about bats. Jan. 12-March — *The Ox in Nova Scotia.* 1747 Summer Street. Hours: Tues., Thurs., Fri., Sat., 9:30 a.m.-5 p.m.; Wed., 9:30 a.m.-8 p.m.; Sun., 1-5 p.m. Closed Mondays.

Dalhousie Art Gallery. To Jan. 13: *W.J. Wood: Paintings and Graphics.* To Jan. 15: *Suzanne Swannie: New Work.* To Jan. 15: *Christine Ross-Hopper: New Work.* Jan. 17-Feb. 10: *The 31st Annual Dalhousie Student/Staff Faculty and Alumni Exhibition.* Dalhousie University Campus, 6101 University Avenue. Hours: Tues.-Fri., 11 a.m.-5 p.m.; Tues. evening, 7-10 p.m.; Sat. & Sun., 1-5 p.m.; Closed Mondays.

Eye Level Gallery. Jan. 8-26: *Rosemary MacAulay:* prints, drawings. *Collette Urban:* installation. 1585 Barrington Street, Suite 306. Hours: Tues.-Sat., 12 noon-5 p.m. Closed Sun. & Mon.

Mount Saint Vincent University Art Gallery. To Jan. 27: Downstairs: *Cuba: Young Painting,* courtesy of the ministry of culture, Havana, Cuba. Upstairs: *Albert Dumouchel: Un Hommage,* courtesy of Graphia Studio, Montreal. Jan. 31-Feb. 10: Downstairs and Upstairs: *The Eleventh Annual University Community Show.* Bedford Highway. Hours: Mon.-Fri., 9 a.m.-5 p.m.; Sat. & Sun., 1-5 p.m.; Tues., 9 a.m.-9 p.m.

Saint Mary's University Art Gallery. Jan. 5-Feb. 10: *Sixth Annual Faculty/Alumni Student/Staff Art Exhibition.* Gallery Hours: Tues., Wed., & Thurs., 1 p.m.-7 p.m.; Fri. 1 p.m.-5 p.m.; Sat. & Sun., 2 p.m.-4 p.m. Closed Mondays.

Art Gallery of Nova Scotia. Jan. 10-Feb. 24. Main Gallery: *David Blackwood.* Mezzanine Gallery: *Susan Feindel: Intensive Care.* Nov. 8-Feb. 24. Second Floor Gallery: Canadian Painting from The Collection — *Contemporary Painting.* 6152 Coburg Road. Hours: Mon., Tues., Wed., Fri., Sat., 10 a.m.-5:30 p.m.; Thurs., 10 a.m.-9 p.m.; Sun., 12 p.m.-5:30 p.m.

MOVIES

Rebecca Cohn Auditorium, Sunday Film Series: Jan. 13: *Vertigo.* Jan. 20: *Streamers.* Jan. 27: *Satyricon.* Feb. 3: *Heart Like a Wheel.*

Rebecca Cohn Auditorium, Travelogue Film: Jan. 21: *Kayabs Down the Nile.*

CLUB DATES

The Village Gate: 534 Windmill Road, Dartmouth. New Year's Eve — Jan. 5: *Armageddon.* Hours: Mon.-Wed., 10 a.m.-11 p.m.; Thurs.-Sat., 10 a.m.-12:30 a.m.

Privateers' Warehouse: Historic Properties. Middle Deck: Dec. 26-Jan. 5: *The Aviators.* Jan. 14-19: *Mark Haines and the Zippers.* Jan. 28-Feb. 2: *Amos Garrett.* Hours: Lower Deck, 11:30-12:30 a.m. Middle Deck, 11-2:30 a.m.

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IN CONCERT

Rebecca Cohn Auditorium. Jan. 19: The National Tap Dance Company will perform for two shows, one at 2 p.m., the other at 8 p.m.
Saint Mary's University. February 3: A performance by the Halifax Chamber Musicians.

SPORTS

Dartmouth Sportsplex: *Metro Valley Junior A Hockey:* Jan. 3: Dartmouth Fuel Kids vs Moncton Hawkes. Jan. 6: Dartmouth Fuel Kids vs Amherst Ramblers. Jan. 13: Dartmouth Fuel Kids vs Cole Harbour Colts.

Metro Valley Senior A Hockey: Jan. 6: Moosehead Mounties vs Charlottetown Islanders. Jan. 13: Moosehead Mounties vs Chester Olands Exports. Jan. 27: Moosehead Mounties vs Windsor Schooners.
Dalhousie Varsity Schedule: Men's and Women's Swimming: Jan. 12: Acadia at Dalhousie. Jan. 26: Sixth Annual Alumni Swim Meet. Feb. 1: Mt. Allison/Memorial University of Newfoundland at Dalhousie
Men's Hockey: Jan. 12: UPEI at Dalhousie. Jan. 27: Mt. Allison at Dalhousie. Jan. 30: St. F.X. at Dalhousie. Feb. 9: Université de Moncton at Dalhousie
Men's Volleyball: Jan. 11: Université de Moncton at Dalhousie. Jan. 12: Université de Moncton at Dalhousie. Jan. 18, 19, 20; Volleyball Classic at Dalhousie.
Women's Volleyball: Jan. 12: Acadia at Dalhousie. Jan. 18, 19, 20: Volleyball Classic at Dalhousie. Feb. 6: St. F.X. at Dalhousie.
Men's Basketball: Jan. 15: Acadia at Dalhousie. Jan. 25: Acadia at Dalhousie, Jan. 26: St. F.X. at Dalhousie. Jan. 29: Nova Scotia Stars. Feb. 1: Mount Allison at Dalhousie. Feb. 2: Mount Allison at Dalhousie. Feb. 8: UPEI at Dalhousie. Feb. 9: UPEI at Dalhousie.
Women's Basketball: Jan. 15: Red Fox at Dalhousie. Jan. 22: Acadia at Dalhousie. Jan. 26: Memorial University of Newfoundland at Dalhousie. Jan. 27: Memorial University of Newfoundland at Dalhousie. Feb. 1: Mount Allison at Dalhousie. Feb. 2: UPEI at Dalhousie. Feb. 5: St. F.X. at Dalhousie. Feb. 9: UNB at Dalhousie. C

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Next month in

CITYSTYLE

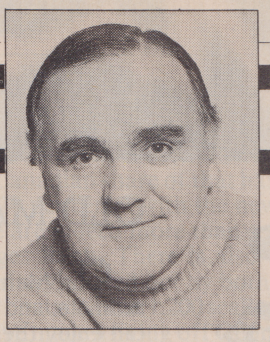
It's Valentine's! How to stage an affair to start tongues wagging

Little kids and old folks bridge the gap

Saunas: why they feel so good — and where to get one

Profit with stocks A new (to metro) investment column by Sydney Tremayne

CITYSTYLE



Is Halifax ready for Becket?

by Tom Kerr

What is the reality of choosing a regional theatre's season? The highest seasonal attendance at Neptune Theatre before 1968 was 67.1 per cent, and in 1966 the season attendance was recorded at 48.3 per cent. John Neville arrived as the new artistic director in 1978 and was met by a deficit of $180,000 and a subscription count of only approximately 3,000. Former Neptune general manager Chris Banks was quoted as saying that the deficit was completely retired by 1980 and when Neville left Neptune in 1983 he had completed a season in which subscriptions had reached an all-time high of 9,400.

In an article for the *Canadian Theatre Review*, a Halifax writer, Connie Brissenden, wrote that Neville "employed astute marketing techniques" (such as give them what they want and be consistent about it). The same writer said that when Neville arrived in Halifax "no one had much fancy left for theatre after two erratic seasons under John Wood and one fill-in season with Renton" (David). She concluded her article by berating Neville for neglecting Nova Scotia playwrights, and suggesting that his choice of plays were "a touch crass."

I choose to mention this article because, in my opinion, it is an example of how quickly the new artistic director's "honeymoon" is over, and probably more because of its total misunderstanding of what a theatre director's job is.

There are always those who have their own ideas as to how a season should be made up but many times they neglect the fact that a theatre has to be viable to exist. Who are "they"? and who are "we" to talk about "give them what they want"?

Recently, at a business reception, a lady who drank "one too many" lurched at me with the comment "you certainly cater to the masses." I promptly hid my head in shame and apologized for breaking attendance records with *West Side Story*. Last year that production broke 20 years of box office records, and this season *Cabaret* played the first four-and-a-half week run in Neptune's history. *Cabaret* played to 93 per cent houses, not the 99 per cent of *West Side Story* but more people were actually able to see it during the longer run. Four seasons ago, *Guys and Dolls* was a sell-out and a great booster to subscriptions.

It would be easy to suggest these figures indicate that Halifax audiences only appreciate musical comedy. I should like to think, however, that not only are these particular musicals classical works of the genre, but that production quality was of a reasonably high standard. I cannot accept the implication that Dartmouth, Bedford, Sackville and Halifax and districts ask only that we "split the ears of the groundlings."

How then does one explain the reaction to Becket's *Endgame*? The former artistic director of Theatre New Brunswick, Malcolm Black, praised the production as being one of the best seen in Canada that year. I was fortunate enough to see Neptune's *Endgame* on my way to a theatre tour of Britain. I saw 25 productions in London and Stratford, England, mostly of very high calibre, including outstanding individual performances by Derek Jacobi, in *Much Ado About Nothing*, Ian McKiellen in Stoppard's *Every Good Boy Deserves Favour*, Allan Howard in the Royal Shakespeare's production of *Good* and the superb London version of *Cats*. John Neville's performance in Neptune's *Endgame* in Halifax remains one of the most exquisite tragi-comedy performances I have ever seen.

During the run of *Endgame*, house management recorded a staggering 430 people walked out. Is Halifax ready for Becket? That would seem to be an obvious question to ask; however, you might ask the same question of main stages in Toronto, Vancouver and Edmonton.

While we ponder the question, we should be informed that cities with much longer theatrical traditions — like Glasgow, Manchester, and Newcastle, to name a few — have not been able to mount full-scale, main stage Becket with great financial success, with the possible exception of *Waiting for Godot*.

In the past six years Neptune's biggest box office successes have been *West Side Story*, *The Applecart*, *The Seagull*, *Cabaret*, *Diary of a Scoundrel*, and *Private Lives*. In earlier years some of the hits were *Mary, Mary*; *Servant of Two Masters*, *Godspell*, *Equss* and *Desire Under the Elms*. *Othello* and *The Taming of the Shrew* are listed as the two most acclaimed Shakespearean productions.

Canadian scripts on the main stage, starting with Arthur Murphy's *The Sleeping Bag* and more recently John Gray's *18 Wheels* and *Better Watch Out* as well as Rick Salutin's *Les Canadiens*, Margaret Hollingsworth's *Everloving* and Tom Gallant's *Stepdance* have all had a high degree of success.

I was interviewed recently by a drama reviewer of a national publication who asked me about choice of play. I mentioned that if I ran a theatre, say in Vancouver, I might consider a season of classics. He reported this part of our interview as "Kerr's Bias." I was sorry that he missed the point — if my assignment was a theatre five miles from Stratford I would not necessarily consider doing Shakespeare. You must consider what is best for each individual circumstance you are faced with.

One cannot deny that having only one full-time professional theatre over a 20-year period does limit experimentation. Although not based in Halifax, Mulgrave Road Company and Mermaid Theatre are most respectfully acknowledged and welcomed. But the time has arrived for Neptune to have a second stage, possibly it could be a revival of a very promising start made some years ago — when David Freeman's *Creeps* was one of the Studio Neptune's productions. It is also to be hoped that a company with the potential of "Another Theatre Company" will develop to full season status.

Choice of play is a vital part of a theatre's success, quality of production is the final and definitive selling point. "Give them what they want" is as condescending as "we must educate our audience." To say that musicals will always succeed is a fallacy. Neptune's playbill over the years has been a mixed bag but the box office results have depended as much on the quality of production as a choice of play. In the end one must provide a high standard of both in order to succeed. C

Tom Kerr is the artistic director of Neptune Theatre

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Fog over Georges ruling: was it victory or defeat?

Although the world court split the disputed part of Georges Bank in half between Canada and the U.S., it's still not clear what the fishery of western Nova Scotia won and what it lost. Only time will tell for sure. Meanwhile, there are lots of strong opinions around

by Ray Zinck

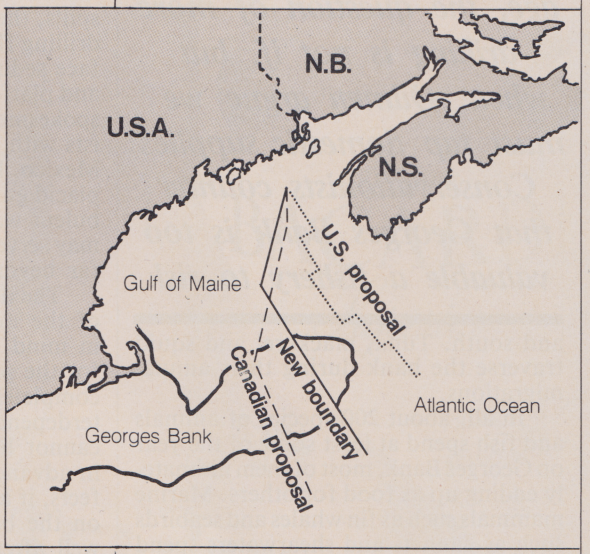
Oct. 5, 1984. CBC national news announces that Canada has lost the case over Georges Bank, being left with only one-sixth of the bank. The next day a number of major newspapers proclaim that Canada has won the case before the world court. The federal government also claims victory. A preponderance of voices within the fishing industry yell defeat.

The facts would seem to speak clearly enough for themselves. Canada neither won nor lost. The International Court of Justice at the Hague, after several years' deliberation, drew a line dividing the disputed area in two. Canada won half the northeastern third of the bank, which is what was in contention.

Yet despite the clarity and permanence of the boundary decision, some discord is understandable. The new boundary is clear but the implications of it for the fishing industry of western Nova Scotia are not. The essential question is: can a reduced Georges Bank continue to support the estimated 3,600 fishermen and fish plant workers dependent on it?

The question has mostly to do with scallops, the landed value of which has ranged from $60 million to $90 million a year. Those figures, however, were based on Canadian landings of up to 78 per cent of the Georges Bank scallops. Now that figure will drop to about 50 per cent. The implication seems clear to Roger Stirling, director of the Seafood Producers Association of Nova Scotia: "A 28-per-cent drop in our scallop share means that fishermen and shore workers will lose jobs." Pat Amirault, manager of the scallop sector of the Nova Scotia Fishermen's Association, echoes him. "The offshore fleet we know today will not exist in the very near future," says Amirault. "Some boats will certainly fall."

Not everyone quite agrees. Kent Sweeney, president of Sweeney Fisheries Ltd. of Yarmouth which operates 12 scallop draggers, says "we got the best part of the bank and I think we can live with it." One of his skippers, Captain Doug Corkum, maintains that "we can continue to scratch a living out of scallops" despite the drop in landings. But he warns that strict management will have to be put into place. He wants a quota system, 12-day trips to be reduced to eight days and a four-month closed season in winter, which doesn't exist now. He does not agree that the fleet will shrink. "We'll not suffer as long as we fish sensibly," he says. But even if the fleet of some 75 boats doesn't shrink, at least not immediately, there will be no surge of new activity in the moribund shipyards. That would have come if Canada had won its entire claim. The scallop fleet is old and the loss of some scallops seems to ensure that no major investments will be made in new draggers in the near future. Peter John Nicholson, a former member of the Kirby Task Force on the Atlantic fishery, adds that not just shipyards but shopkeepers, chandlers and supply houses, fish gear suppliers and others will also feel the dragging effect of the loss of scallops.



But then maybe the scallops can be regained. Some — notably Nova Scotia Fisheries Minister John Leefe — point out that with the Americans out of the Canadian zone, overfishing will stop and sound management can increase the yield. Leefe says this can rise "to perhaps 80 per cent of what we were getting in the boom years of the seventies." He also points out that there's an offshore lobster fishery and says the Canadian share of that has risen "five to 20 per cent" with the new line.

There are indeed more than scallops on Georges Bank. There is also a rich groundfishery carried out by both small and large boats. About 1,200 scallop fishermen have made a living off Georges — and as many groundfishermen make at least a partial living off it. Most of these come from the very southern tip of the province which is physically closest to the bank. On the whole they are happier about the decision than the scallopers.

One of them is Rudy Link of Clark's Harbour who has been fishing Georges for 30 years. "The majority of our longline fleet is very happy. We fish mainly the northern part of Georges and this will be in Canada's exclusive zone rather than in a disputed area." He forsees less gear conflict. "This summer was pretty bad," he says, maintaining that he lost about $3,000 worth of gear to a minority of American fishermen who "ignore everything."

The drama, however, is not quite over. Although scallops don't migrate, groundfish do and there's still the matter of settling with the Americans on a cross-boundary management scheme for the migratory stocks. It was the failure of a signed treaty in 1979 (the U.S. Senate, under pressure from fishermen, refused to ratify it) on joint management that led to the parties appealing to the world court, and getting a new arrangement may turn out to be sticky as well.

According to Leefe, Canada is in a good position. His department estimates that 35 per cent of the total Georges Bank haddock and up to 25 per cent of the cod are in the Canadian segment. He adds that "we have about 85 per cent of the Georges Bank haddock on our side of the line when they are spawning. If we were not to implement a joint management program for those haddock, we could literally wipe out the American catch."

The Americans, he says, will recognize this. But the Americans also hold a large card — notably the fact that they control the market where 85 per cent of Atlantic Canadian fish is sold. American fishermen, who are agitating to have punitive tariffs placed on Canadian fish imports, want market access for Canadian fish linked to the Georges Bank talks.

Then there's the fact that Canada, facing threats of American tariffs on a wide range of products, might be tempted to trade off one thing for another — for example, giving the Americans a good deal on Georges in exchange for, say, better access to U.S. markets for steel tubing.

"I don't think I got more than five minutes' sleep last night," a Yarmouth fisherman said on the day of the world court's decision. Presumably he has slept better since. But there may still be some sleepless nights in the offing for some before the troubled issue of Georges Bank is put to rest once and for all.

What is Georges Bank?

This resource-rich area can provide a bounty of fish and perhaps oil or gas. But can the two industries coexist? Unknown factors make management plans difficult to devise

by David Holt

There's oil in them thar vallies, deep basins lying below Georges Bank. While the hydrocarbon potential remains speculative, it is nonetheless tantalizing to oil companies charged with developing domestic reserves. On the other hand, fishermen have known for centuries that Georges Bank can provide a living bounty from the sea. Now that the world court has settled the ownership question, both Canada and the U.S. face the difficult task of reconciling the competing interests of two powerful industries: fishing and oil. Ultimately, however, resource development must be based on scientific assessment, and in both cases — fish and oil — the science is less than clear cut.

No one now denies that fish stocks on Georges Bank have been over-exploited in recent decades, something once thought impossible. Environmentalists hold that oil exploration poses a similar threat. As Sarah Bates, an American observer, has written: "It is the very conditions which make the bank so productive that make it so vulnerable to pollution and degradation."

This unusual productivity (four times greater than that of the Grand Banks) is anchored by a rich supply of phytoplankton, the microscopic plants at the base of the food chain. One reason for this abundance, in the words of Dalhousie University oceanographer Robert Fournier, is that "on the bank the phytoplankton bloom throughout the year, not just in spurts as they do in the open ocean." This is made possible by a relatively constant supply of sunlight and nutrients, the ingredients required by all plants. For one thing, the bank is shallow, allowing light to penetrate the water column. (One spot on Georges Shoal is less than four meters deep. Here, presumably at low tide, a group of fishermen reportedly played baseball in 1972.) Also, a supply of nutrients is continually brought in from deeper water, although the source is the subject of debate. Finally, strong tidal currents coursing through the Gulf of Maine area mix the seawater so that the nutrients are uniformly distributed.

In addition, "Georges Bank water" is a relatively closed ecosystem contained by a circular current around the bank that tends to keep plankton and fish eggs and larvae within its bounds. In fact it may be as a spawning ground for both resident and migrant species of fish that Georges Bank is most important.

Another boon on the bank — at least in the eyes of fishermen — is a relative scarcity of dogfish, small sharks whose numbers can bring fishing to a halt on other southwestern banks for a couple of weeks in summer.

The distribution of most species on Georges Bank, both local and non-resident, is characterized by seasonal migrations. Lobsters congregate in the canyons that cut into the southern flank of the bank, except in summer when they appear on top. Cod and haddock spawn on the northeast of the bank in late winter and early spring, then disperse north and south. Tuna, mackerel and squid traverse the bank during their annual migrations.

In our energy intensive age, the question of more drilling is not if, but when. Oilmen argue we must tap domestic supplies. Conservationists counter that Georges Bank is too valuable a fishery to risk

In all, about 200 species of animals and fish spend at least some of the year on Georges Bank, most of them ultimately ending up as food for others. Marine mammals such as fin whales and seabirds such as gannets and shearwaters spend part of the year on the bank, but the most voracious fisherman is man.

Early colonists at first avoided the rich fishing grounds of Georges Bank because tides and shoals made it a dangerous area to fish. In the 19th century cod and halibut were sought by New England and later Nova Scotian fishermen. The halibut fishery was so successful that stocks were severely depleted, and to this day the species is of only minor commercial importance. This set a pattern of overfishing which has not been broken. One recent victim is the herring which has not yet recovered from overfishing by the foreign fleet, although the fleet has been banned from the scene since the mid-seventies. Scallops, the mainstay of the Canadian fishery, are found on eastern Georges Bank, where scientists report a temperature front especially conducive to plankton growth. Scallop stocks declined as the recent boundary dispute left much of the bank unregulated.

Over the same period both the U.S. and Canada sold leases on Georges Bank territory to oil companies. Hopes of finding oil and gas are pinned on the existence of two basins far below the bank: Scotian Basin to the east and Georges Bank Basin to the west. These two depressions, formed 200 million years ago by movements of tectonic plates, were gradually filled with up to 10 kilometres of sediments containing organic materials that washed off the North American landmass. The Scotian Basin, which also extends under Sable Island, is considered most promising. American companies have drilled on the western half of Georges Bank, so far without success.

In our energy intensive age, the question of more drilling is not if, but when. Oilmen argue that we must tap domestic sources to retain independence from foreign supplies. Conservationists counter that Georges Bank is too valuable a fishery resource to risk. Potential hazards to the environment include oil spills, the release of heavy metals from drilling fluids, and the upheaval of surface sediments by drilling and pipeline and platform construction. Oil industry spokesmen point out that a fishery coexists with 10,000 oil wells in the Gulf of Mexico. Fishing interests retort that the placid gulf is not comparable to the turbulent waters of Georges Bank, which may serve as an incubator for fish stocks far beyond the bank itself.

The debate goes on. As it does some of the most important things to keep in mind are the unknowns. The basis for the productivity of the bank is not completely understood, nor is the interdependence of its species. Fish stocks cannot be predicted even a few years in advance. Finally, the detrimental effects, if any, of petroleum development on the bank may not be known until well after the fact.

Daniel Merriman of Yale University has written on the pattern of overexploitation of the Georges Bank fishery. He observes that "we Americans are a nation of cliffhangers" who have somehow always managed to switch from a failing fishery to a more productive one in the nick of time. "In short, our sea fisheries have scarcely been managed at all." He sees the same trends in energy consumption. Merriman buttresses his argument by adding: "Our difficulty is that as a nation of short-term pragmatists accustomed to dealing with the future only when it becomes the present, we find it hard to regard future trends as serious realities."

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COVER STORY

Aquaculture: revolution in fishing or "backyard hobby?"

Is fish farming the oceanic equivalent of the rise of agriculture or just a lot of humbug? Are fishermen right to be hostile to it or are they missing the boat? The arguments go on

by Graham D. Taylor

The signs of change are barely visible. Visitors to Grand Manan Island or Deer Island in New Brunswick may occasionally come across an odd, circular, wooden platform nestled in a cove. Travellers along Prince Edward Island's northern coast or Nova Scotia's South Shore may glimpse rows of white and blue markers bobbing in the water near the shoreline. Companies with names like Seafarm Venture or Fundy Aquaculture appear in local business reports.

For some specialists in Atlantic Canada's fisheries these are portents of a revolutionary change. "The whole northern Atlantic is overfished and estimates of optimum yield of the commercial fisheries have had to be drastically reduced," observes Elizabeth Mann Borgese, who teaches ocean

PHOTO BY GILBERT VAN RYCKEVORSEL

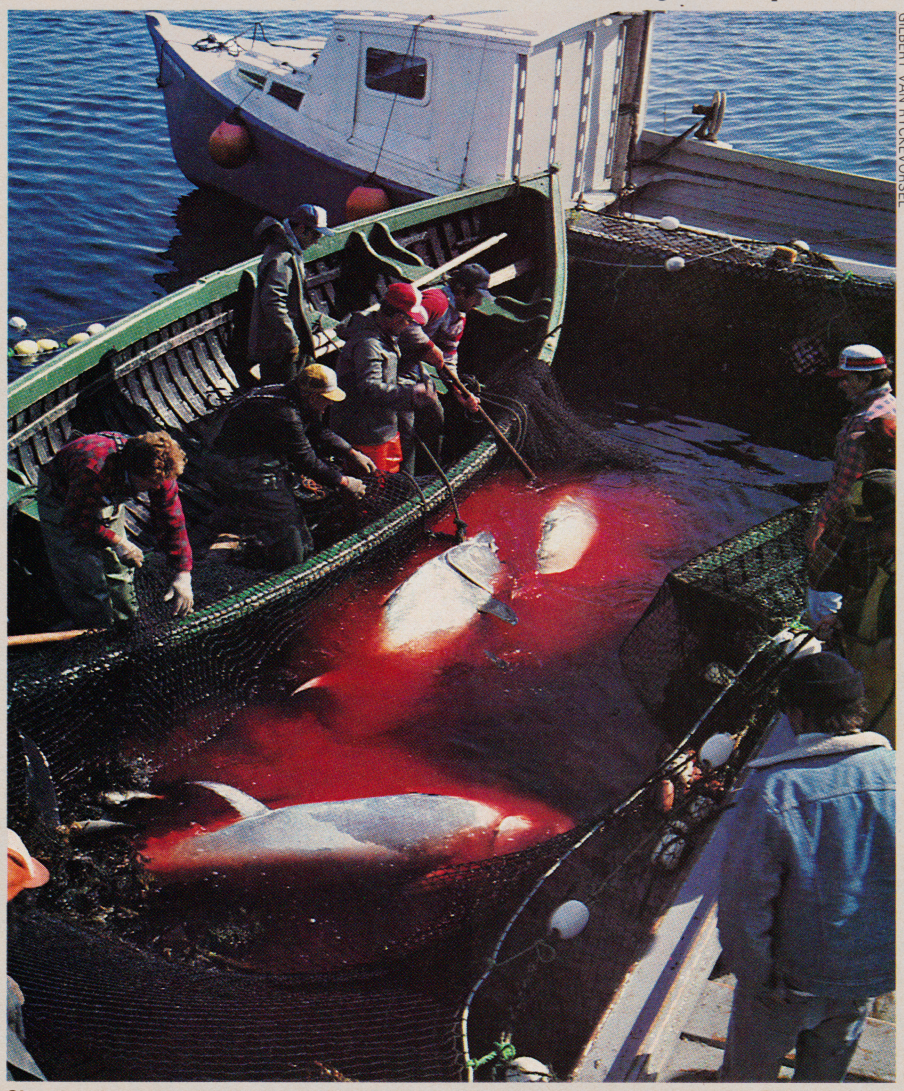
resources management at Dalhousie University. The best hope for revival of the fishery, she argues, is to focus investment and technology on cultivating rather than catching fish. "It must be productive rather than extractive, farming rather than hunting." During the next 50 years, she predicts, "all commercial fish will be cultured in some way."

Others are more optimistic about the future of the natural fishery. But a growing chorus in academic and government circles is promoting aquaculture or "fish farming" as a solution to the problems of declining productivity and unemployment that have plagued Atlantic Canada's most important industry for more than a decade.

Ken Lucas, a fisheries consultant from Vancouver, has predicted that the global output of cultivated fish, currently about 8 million tons per year, will double in 15 years. This region's share in that market could bring anywhere from $60 million to more than $100 million per year in export sales, he said. "Atlantic Canada has the greatest diversity of aquaculture activities of any region in the country," adds David Aiken of the biological research station in St. Andrews, N.B. Atlantic salmon, rainbow trout, European and American oysters and blue mussels are already bred commercially here and "eight other species are now in various stages of research and development."

Advocates of aquaculture point to several advantages it has over the natural fishery: producers can concentrate on low-volume, high-price species; ensure quality control or even alter the characteristics of fish to meet consumer preferences; and guarantee a year-round supply. Lincoln MacLeod of Nova Scotia's fisheries department highlights the particular advantages for seafarmers in Atlantic Canada: "Our bays and estuaries are wide open and pollution-free and we're close to the U.S. market" where demand for fresh seafood has doubled in the past seven years.

Seafarming is nothing new for much of the rest of the world and fisheries experts warn that if Canada doesn't establish a foothold in the export market now, foreign producers will move in. In the Far East, aquaculture has been practised for generations, with export sales in the $7- to $10-billion range. In the past decade Japan developed an ambitious strategy, designating whole bays and inlets exclusively for seafarming. In the early 1970s companies like Janel Fisheries on St. Margaret's Bay in Nova Scotia did a thriving business raising wild tuna to maturity to sell to the Japanese, but that market has disappeared.



GILBERT VAN RYCKEVORSEL

Slaughtering tuna at Fox Point, N.S.: a business that went bust

Scotland, Denmark and Norway have moved into the salmon field in a big way since 1975 as the natural supply of Atlantic salmon declined. In 1983 Norway's salmon exports earned more than $40 million. The Scandinavians have even moved here. Last summer Stolt-Nielson Sea Farm A/S of Norway announced plans to set up a $2-million salmon hatchery at Lake Digdeguash near Saint John.

Local salmon breeders have a mixed reaction to the Norwegians. The hatchery will create 50 new jobs and provide more than 500,000 salmon smolts, which up to now have had to come from government hatcheries. But there are fears that foreign investors may end up pre-empting the market. "We don't need foreign expertise," insists Roy Drinnan, the federal government aquaculture coordinator for the Atlantic region. "They're here because they see we have the potential for an export market." Adds Richard Biggs of Atlantis Sea Farms in Saint John, "The Norwegians are more than eager to control supplies. They can put in place turn-key operations with little or no trouble."

Aquaculture has grown rapidly in Atlantic Canada. Five years ago there were only a few seafarms in the region, and except for the Cape Breton Development Corporation's salmon and oyster operation on Bras d'Or Lake, most of them were small, experimental ventures. Today there are more than a dozen salmon farms, mostly on New Brunswick's Fundy coast. Prince Edward Island has several dozen mussel producers, some of whom have banded together as the Atlantic Mussel Growers Co-operative with plans to sell more than 40,000 mussels a week in Central Canada by 1985. Nova Scotia has experienced similar growth in mussels. "We can't keep up with demand now," says Paul Budreski who owns several mussel farms near Halifax with sales primarily in Montreal and Europe. "You can raise them in about 24 months so we can keep them moving to the market. Our biggest problem is quality control with so many part-timers entering the field."

Meanwhile, oyster farming has become a promising affair. Although experiments aimed at growing the native oyster some 15 years ago failed, largely because of lack of grower interest, a new breed of aquaculturist is growing an entirely different kind of oyster — the European or "Belon" oyster. These, says Drinnan, are "our biggest success story." There are about a dozen Belon operations, mostly on the Atlantic shore of Nova Scotia, and their production is increasing fast. They

GILBERT VAN RYCKEVORSEL

Columns of mussels suspended from beams at the surface

COURTESY OF DEPT. OF FISHERIES AND OCEANS

Pens for salmon: potential for an export market

only started marketing two years ago and expect to be selling as many as 10 million oysters a year by the 1990s.

Newfoundland has been slower to move into aquaculture but there are ambitious plans under way to promote the industry. Provincial fisheries researchers have been experimenting with breeding trout and giant scallops. A large hatchery for salmon is in the works at the Bay D'Espoir hydro site where water temperatures can be raised by five degrees Celsius so that smolts can be placed in the open earlier in the spring. In New Brunswick, there is a heated hatchery at the Grand Lake generating plant and plans for a bigger one at the Lepreau nuclear power station.

Despite recent advances and rosy predictions for the future, Atlantic Canadian seafarmers encountered serious setbacks during the past year. Devco's trout and oyster operation, the largest in the region, closed down after 10 years of development financed by the federal government. Salmon farmers in New Brunswick have unexpected problems with diseases. "There haven't been serious losses," Drinnan insists, "but these are new strains that we haven't seen before."

Last June, Marine Products Ltd., one of the biggest salmon farms in New Brunswick, collapsed when U.S. backers pulled out after rampaging grey seals attacked its cages off Deer Island, liberating an estimated $2-million worth of fish. Art MacKay, who founded the company four years ago, charges that neither government nor the business community "recognizes the potential of the industry," and laments that "investors, who are already nervous about investing in fish stocks, are going to be put off the industry for maybe another five years." Meanwhile, in Nova Scotia, Karen Westhaver of Ocean Farmers Ltd. lost an estimated $250,000 worth of salmon when her cages were vandalized during a dispute that resembles a wild West struggle between cattle ranchers and sheep herders. "You don't have to tell me about the trials and tribulations of the pioneers," she says. "I know exactly what they went through."

Although advocates of aquaculture claim that these are isolated incidents and that the failures get more publicity than successes, the industry does face serious problems. Government regulation is one obstacle. A budding seafarmer needs a licence from the federal transportation department to ensure that the farm doesn't obstruct known sealanes — but as the Westhaver affair demonstrates, fishermen who claimed the operation would take up too much room aren't satisfied that these regulations are adequate. The department of fisheries and oceans (DFO) licenses oyster and mussel farmers, but since fish rafts and cages are anchored to the bottom the provinces can also claim jurisdiction. It isn't clear which level of government is responsible for controlling sewage runoff into coves and bays where seafarms are located. "The biggest problem for aquaculturists has been ensuring

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COVER STORY

their property rights, their title to the areas they've leased," says Bruce Wildsmith of Dalhousie University's law school in Halifax. Wildsmith and others designed a comprehensive Aquaculture Act for Nova Scotia that will deal with all these issues. The act was passed in 1983 but hasn't been proclaimed. None of the other Atlantic Provinces has gone even that far. New

COURTESY OF DEPT. OF FISHERIES AND OCEANS

Squeezing eggs from a salmon

Brunswick seafarmers have been lobbying for two years for a law similar to Nova Scotia's. "It's a seller's market and our members are too busy tending their stock to take time off to talk to government people," explains Lee Carey of New Brunswick's Aquaculture Association.

Money is another big problem. "Private investment is hard to get for aquaculture today," says Gerry Post, an oyster grower on the Eastern Shore of Nova Scotia. "The industry is too new" — a theme echoed by many others in the industry. Paul Budreski disagrees. "If you have something to show for security, the banks will provide credit," he maintains, but acknowledges, "getting started can be rough. The first crop is the big hurdle." Government funding is available through the Fishermen's Loan Boards in Nova Scotia and New Brunswick, but some seafarmers would like to see a stronger commitment. "Government is so preoccupied with the traditional fishery," Post argues. "All you hear about is the problems. Here we have a significant opportunity to develop a new field." Drinnan agrees that federal and provincial fisheries departments have been more generous with promises than credit. "There just aren't enough votes yet," he says. But Drinnan is optimistic that the new government in Ottawa is looking seriously at a major program for aquaculture — "not just research and development but also venture capital which is now a serious barrier to development. The things I've been working for, for 30 years, are now finally beginning to come together."

Government supporters of aquaculture would like to see more traditional fishermen getting into the industry. "This industry is extremely high tech," argues Gerry Post, who was a private-sector member of a task force on aquaculture set up after a major conference on the subject at St. Andrews, N.B., a year and a half ago. "But people living in small rural communities with their traditional lifestyle can take advantage of the benefits — and it's a long-term benefit for the community as well as a business opportunity."

The Norwegian example is often cited as a model for Atlantic Canada. As the decline of the natural fisheries impoverished small village outports, the government of Norway began channelling earnings from North Sea oil into salmon farming. Today more than 200 salmon farms in Norway are run by fishermen on a full-time or seasonal basis.

Although there has been growing interest among commercial fishermen, particularly in New Brunswick, in the prospects for seafarming not everyone is convinced that this will be the salvation for the Atlantic fishery. Neil Ridler, an economist at the University of New Brunswick in Saint John, who investigated aquaculture in Norway and Scotland, points out that "fish farming is not labor intensive. Labor accounts for only 10 per cent of costs in salmon farming. A typical 200-ton-a-year salmon farm in Norway employs five people." Norway and Scotland combined employ fewer than 2,500 people in fish farming for export.

Even more skeptical, and outspoken, is Allan Billard, head of the Eastern Fishermen's Association, who has also studied the European industry and also worked on a trout farm. "It's a decent backyard hobby for part-timers but it's not going to be a big employer," he maintains. "I've seen trout farms in France, salmon farms in Norway — those things don't exist without government aid. Even in Norway, salmon isn't being produced without a lot of subsidies. Devco is getting out of trout farming here because they've never succeeded on an economic basis." Billard rejects the predictions about the prospects for aquaculture in Atlantic Canada as "technicolor dreams" of "people down in the government bureaucracy." He doubts that commercial fishermen here will see much future in aquaculture except for mussels and American oysters. His main concern is that "there will be competition for tax dollars" with government loan funds diverted from the traditional fishery.

It isn't clear now whether seafarming will remain a "backyard hobby" for marine biologists or become the multimillion dollar export powerhouse that some experts predict. What is clear is that other countries have decided to push aquaculture in a big way. Business and government in Atlantic Canada will soon have to decide whether to follow their lead — and also how to mesh the demands of seafarmers with the needs and interests of traditional fishermen and other users of the Atlantic shoreline.

COVER STORY

"Range war" in Nova Scotia

Karen Westhaver tried to grow salmon at East Dover, N.S., but the local fishermen and residents were hostile. Her nets were slashed and her permit revoked. At issue: who has the rights to the ocean surface and ocean bottom

by Graham Taylor

East Dover is one of those picturesque fishing villages along Nova Scotia's South Shore that tourists usually miss, although it is only a few miles up the road from Peggy's Cove. As in other working fishing villages, life in East Dover normally follows the placid routines of the inshore fishery. But last year the village was convulsed by controversy.

At the center of the storm is Karen Westhaver from nearby French Village. In her early twenties, a small but aggressive and hard-headed entrepreneur, Westhaver began working with seafarms along St. Margaret's Bay while still in her teens. Picking up a degree in marine biology at Acadia University, she marketed tuna in Japan and returned home two years ago to set up her own business. By then the bottom had dropped out of the tuna market as the Japanese were raising their own variety and buying from the Americans. Westhaver decided to move into salmon breeding, buying her seed stock, called smolts, from the government hatchery in Liverpool.

Even her most bitter critics in East Dover acknowledge Westhaver's abilities as an aquaculturist, and when she came to the village proposing to set up a small experimental salmon pen in the harbor cove in the fall of 1982 nobody raised objections. "They didn't think I could make it," Westhaver says with some satisfaction. "The fisheries people said the water was too cold and the local people had just never heard of anyone farming fish." But her 200 salmon survived the winter.

Buoyed by her success, Westhaver installed a larger pen holding 5,000 fish. She planned to expand her operation in a nearby site at Big Fish Cove to 11 pens with a capacity of 130,000 fish by 1987. She also planned to set up a processing plant at Mosher's Island a few miles north of her house in Peggy's Cove.

Westhaver's problems began at this point. East Dover residents objected to the Big Fish Cove expansion, claiming it would impede a traditional channel for fishing boats, and salmon droppings would ruin the lobster beds in the cove. Homeowners in Glen Margaret near Mosher's Island feared a salmon plant would affect their property values. Groups from both communities lobbied federal and provincial bureaucrats and politicians to try to block Westhaver's plans. In the early summer both

ALBERT LEE

Even bitter critics acknowledge Westhaver's abilities

controversies boiled over. On June 4 someone sliced the net to her salmon pen in East Dover and Westhaver lost her entire stock of fish there. Less than a month later the Nova Scotia Municipal Board revoked her processing plant permit.

Westhaver has set up a new salmon operation at French Village but remains bitter over the affair. "Their arguments didn't make any sense," she says of the East Dover critics. "Fish farms would improve the lobster beds, not damage them." She points out that three federal "ministerial inquiries" were held over the East Dover situation, "and they didn't find any problem. The fishermen don't understand — we're not in competition with them." Recalling the vandalism, Westhaver becomes particularly harsh. "When they thought I was just some kind of nut who was going to fail, nobody bothered me," she says. "But when some people saw I might succeed — then their attitude changed."

Westhaver's opponents in East Dover are not just reactionary old salts and young hooligans. Bearded, sandy-haired, only a few years older than Westhaver, William Bell of the East Dover Committee for Traditional Rights puts his case with equal vigor. "Even though the coast guard doesn't recognize it, our fishermen have been using the channel for generations, especially in bad weather," he says. Westhaver's proposed 11 pens "would just have closed the cove off completely." Bell also challenges the claim that the fish farm would enrich the lobster beds. "We had a fellow who went down under the pen she had set up in the harbor," he maintains. "That pen had killed just about everything on the bottom." Bell denies that his committee "representing 99 per cent of the community" had anything to do with the vandalism, adding, "We're not against aquaculture. It will come and some people will want to get into it. But she never came to us to discuss her plans. And nobody in the government let us know what was going on either. When you have changes like this, there has to be some consultation."

Roy Drinnan, aquaculture co-ordinator for the department of fisheries and oceans in Atlantic Canada — who vainly tried to "referee" the dispute — argues that the biggest problems in this situation were "lack of tact" and a failure to communicate on both sides. "This is a common problem initially in aquaculture," he maintains. "At first there is opposition and resentment in local communities, but later they begin to see it as theirs." Nevertheless, he recognizes that the Westhaver affair, although an "isolated incident" may reveal some deeper problems. "This situation is something like the enclosure of the common fields in England or the fencing of the range in the American West," he says. "There is competition over the same resource area." But Drinnan hopes that Atlantic Canada can avoid the "range wars" that left a heritage of bitterness and violence.

A new shellfish for East Coast

An oyster from Europe thrives where the native oyster won't. The result could be a new industry for the region

by Ralph Surette

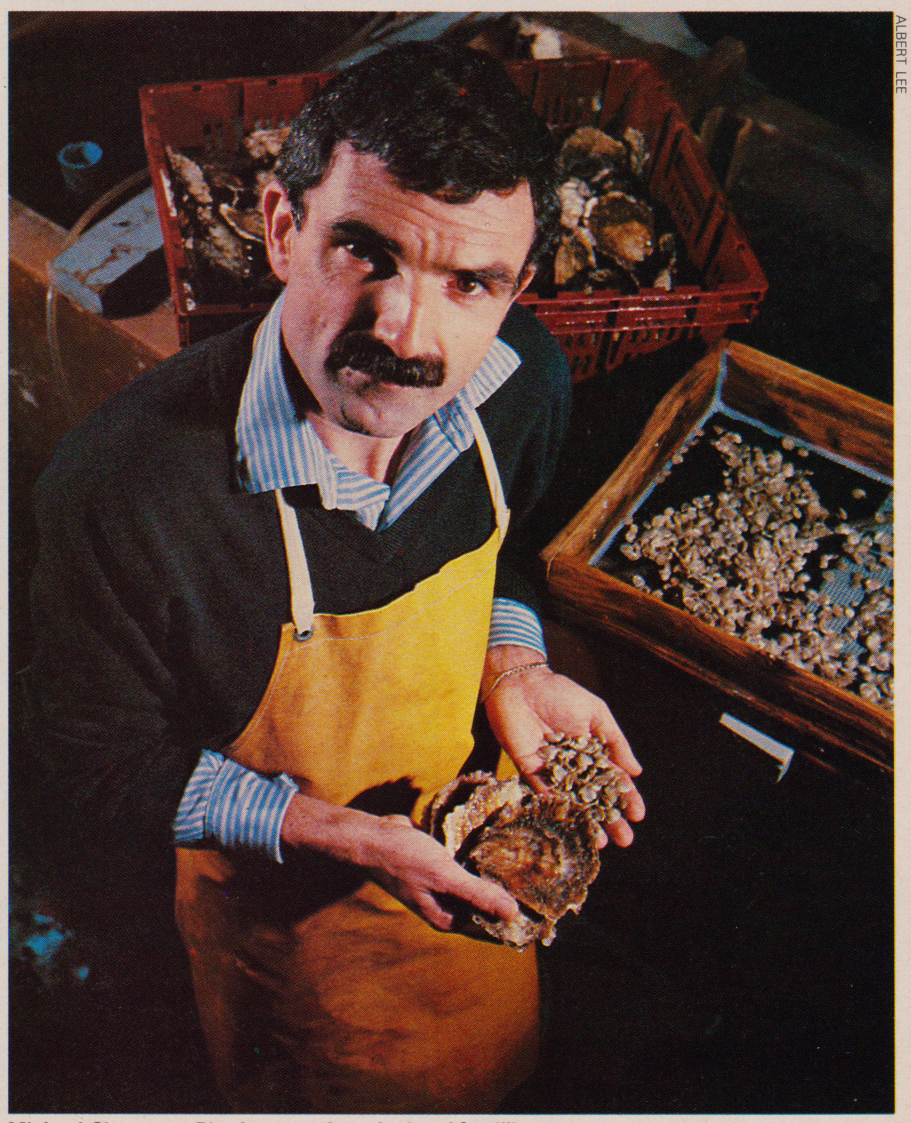
A quarter of a million European oysters will likely be sold this year. So what? you might say. Good for the Europeans!

No, these European oysters are grown in Nova Scotia in places like Sambro, Ecum Secum, Peggy's Cove and other nooks in the province's Atlantic shore. Their cultivation can't be called an unqualified economic success yet, but the progress of the Belon oyster, as it's often called (after the region of France where it grows best), amounts to one of the most spectacular developments in the advance of fish farming in the Atlantic region.

What is now turning into an industry began as an experiment a dozen years ago. The Belon was brought over to fill what biologists called "an empty ecological niche" — the cold water of the Atlantic shore where the native oyster cannot reproduce naturally, since the water is too cold, and will grow only with difficulty if placed there artifically.

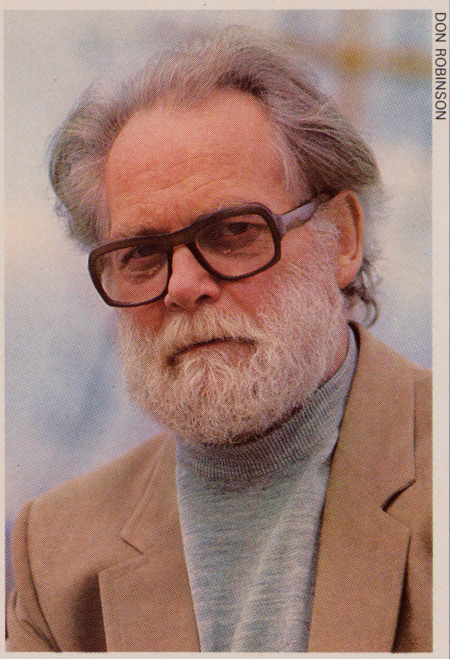
The Belon's success is "a happy accident," says the man who first brought it over. He's Roy Drinnan, co-ordinator of aquaculture for the federal department of fisheries and oceans (DFO). He says it wasn't just that the Belon liked the cold water and full ocean salinity of the Atlantic shore but that there were scientists equipped with laboratories in the Halifax area who helped with tests and reproduction.

After the initial experiments a number of people started the process of growing



ALBERT LEE

Michael Simmons: Big dreams of producing 10 million oysters



DON ROBINSON

Drinnan: Belon's success a happy accident

them commercially. There are about a dozen of these growers now — all of them part-time for the moment. Two years ago they began selling their first products on a tryout basis to a couple of Halifax restaurants. This year they're selling in bulk in Toronto and Montreal. If all goes well they'll eventually sell in Europe, where there's a voracious appetite for them but where pollution and lack of growing space have limited the local stock.

The growers are talking about producing as many as 10 million oysters by the 1990s which at today's prices — 30 cents each to the growers — would make it an industry worth more than $3 million. "We have big dreams," says Michael Simmons, president of the Ostrea Edulis Co-operative Ltd., which carries the Latin name of the oyster and which represents all the growers.

Expansion is brisk. It takes three to four years to bring the oysters to maturity. In 1983 nearly a million dime-sized oysters from local hatcheries were seeded. Last year the figure was nearly three million. And this year, says Graham Johnson, manager of the Dalhousie University oyster hatchery (part of the university's biological laboratory) and himself a grower, the intent is to seed four million. Meanwhile four more growers are expected to start up operations this year in Nova Scotia, and an experimental operation has begun in New Brunswick. "I expect the oysters will grow anywhere in the Maritimes," says Drinnan.

One place where they're not likely to be grown, however, is P.E.I. which is the warm-water home of the bulk of the Maritimes' $2 million a year harvest of wild native oysters (also known as American oysters, Eastern oysters and *crassostrea virginica;* outside the region they're sometimes all called "Malpeques" — like the Belon, after the place where they grow best. There are no oysters in

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Newfoundland). Oyster fishermen have warned of trouble if anyone tries to grow Belons on the Island. It's not so much that Island fishermen fear for their markets, says Irwin Judson, shellfish specialist with the P.E.I. government, but the idea of competition from a cultured oyster of another species "is quite an emotional thing around here. If anyone tried to grow them here there'd be hell to pay."

The Belon differs from the local oyster in a couple of ways. It is roundish and fluted in shape, much like a scallop, as opposed to the irregular and sometimes elongated shape of the local one. The taste is described by one Halifax chef as "more of a salty, seafood taste" than that of its native counterpart, although the native oyster, he says, is more delicate to the tastebuds.

Selling the oysters would seem to be the smallest problem the growers face. The demand for oysters of all kinds, especially in the U.S. and Europe, far outstrips the supply. In Europe the Belon sells for about a dollar each in restaurants. Getting them there, however, could be a problem. Belons have a shelf life of only up to eight days (compared to four months for the local oyster under proper cold storage) and this presents a transportation problem which will have to be overcome. Lobster shippers send their product by air.

The oyster co-operative might do the same, but it's an open question whether this could be done at a profit. If the European market doesn't work out, there's always the U.S. Some Belons have been grown on the American east coast and have been sold in New York and Philadelphia where they received a good response, as they have in Canada. However consumer tests in Boston turned up a negative response, so acceptance on the U.S. market may be mixed.

Like the native oyster, the Belon does not usually reproduce naturally in the cold water of the Atlantic (although very warm summers have resulted in spat being produced a couple of times in the last several years). The seed stock comes from the Dalhousie hatchery and the provincial hatchery at Ostrea Lake near Musquodoboit Harbour, east of Halifax. These sources can't supply enough seed for the foreseen expansion. Financing their own hatchery would put a strain on the potential profitability of growing the Belon. The growers hope that of some $5 million destined for aquaculture in a new $50-million federal-provincial fisheries agreement, at least some money will go for a new hatchery.

There's also financing these new operations which is "an enormous problem," says Michael Simmons. Although the provincial fisheries loan board has been kind "we're considered still, I think, a very bad risk by the private sector financial community. We hope that's going to change."

The growers have invested from $10,000 to $60,000 each in their operations so far but as they get bigger the squeeze gets tighter. "It's very easy to get into it, but to make a success of it can be quite expensive," says Simmons. There are nets, boats and equipment to handle the nets, all of which get more expensive as the operation gets bigger. The oysters are grown mostly on suspended nets; in winter the floating devices on which these are attached have to be submerged to prevent ice damage.

Some 15 years ago, government programs were instituted to encourage the farming of the native oysters. Those programs came to nothing. There are only a couple of growers left raising local oysters through aquaculture. The growing succeeded, but the experiment failed because of lack of commitment by growers themselves who were mostly fishermen and who in the main tend not to be enthusiastic about aquaculture. The Belon growers are mostly professionals in other walks of life and are highly motivated. Whether that makes the difference still remains to be seen. The Belon growers still consider their activity a "pilot project," but fully believe in its future success. If they are right, the Belon oyster will be a new species — and a new permanent industry — for Atlantic Canada.

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ATLANTIC PERSPECTIVE

A year-end review of economic conditions in 1984 with an outlook for 1985

PHOTO BY GREG LOCKE

Prepared by APEC atlantic provinces economic council

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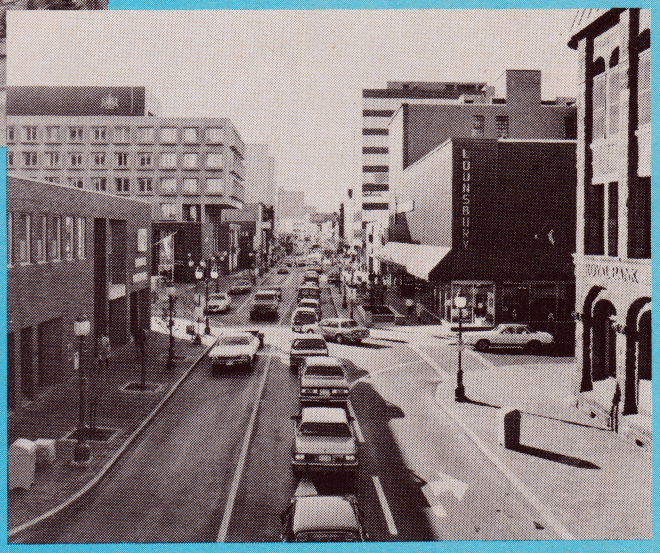

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THE ATLANTIC ECONOMY IN 1984:

Mostly good

A broad assessment of economic performance in Atlantic Canada in 1984 is positive. This applies particularly to the three Maritime Provinces, although Newfoundland has suffered rather gravely from continuing disarray in its fisheries sector.

As is typical of the mid-1980s, however, there are qualifications. Unemployment remains high throughout the region, and business investment is still far below desirable levels. There is concern over the extent of public debt, and about a perceived failure to reduce this debt substantially. Outlooks for 1985 and 1986 show a remarkable degree of diversity and disagreement.

Most preliminary estimates of the region's economies in 1984, however, admit that three of the four provinces will have expanded (in real terms) at, or better than, the national average rate. As already mentioned, the exception is Newfoundland and, even in this province, important sectors such as iron ore mining and newsprint production have done better in 1984 than in either 1982 or 1983.

Eyes remain on U.S. performance

The dependence of the Atlantic economy on performance in the United States needs little introduction. Demand by American consumers and businesses dictates the fortunes of fish plants in Newfoundland, tire factories in Nova Scotia and paper mills in New Brunswick.

American expansion which began in late 1983 picked up speed in 1984. The effect of this rather unexpected burst south of the border was to increase demand for credit, both to finance consumer spending and business investment. Given a monetary policy which still severely restricts growth in money supply, the only course left was to allow interest rates to rise.

And rise they did, from December, 1983, to July, 1984. Canadian rates rose in line, but high U.S. rates, plus a great deal more confidence in U.S. prospects, meant that higher Canadian rates did not stop a flight of capital to the United States.

Depreciation of the Canadian dollar stimulated sales of Atlantic products in American markets. This has substantially driven the Atlantic economy forward in 1984. Other currencies, however, went down much further than the Canadian dollar, which has meant greater competition for Canadian goods.

Indicators track performance

Domestic indicators reveal how well the provinces have done. Retail sales have been up substantially in the three Maritime Provinces, although the increase in Newfoundland has been more modest. Sales have been helped by the fact that inflation no longer takes the bite out of income that it did a year or two ago. By September, it was down to a range of 3.5 to four per cent in all major regional centres.

The Atlantic economy has also established a solid record for job creation in 1984, particularly Nova Scotia. Unfortunately, more people have entered (or reentered) the job market than there were new jobs, so unemployment has increased. There is no doubt, however, that more people working contributed to a nine per cent increase in regional total wages and salaries over the first half of 1984.

Housing starts didn't do so well over the first half, but this was compared to an exceptional first half in 1983 when there was an array of government incentives. As interest rates have begun to go down since July, housing starts improved over the first half of the year.

Some provincial details

Of Newfoundland's three major export-oriented sectors, iron ore mining and forest products have done well in 1984, but the fishery has floundered, and this last is largely responsible for a disappointing performance province-wide. There is a little more optimism for 1985, though, which will see an agreement to manage offshore development signed between federal and provincial governments. Real growth in 1984 will be in the two to 2.5 per cent range.

Prince Edward Island's potato farmers and lobster fishermen had excellent returns in 1983, and as a result the province entered 1984 at a gallop. This impetus has been substantially maintained by a good season for tourist visitation.

The relatively stable core of the Island economy is provided by services. This core has been strengthened in 1984 by the presence of the department of veterans affairs' office in Charlottetown. The Island economy will grow by three to four per cent in 1984, and there is enough of a head of steam to carry it into 1985.

Nova Scotia has continued to outperform almost all other parts of Canada in 1984, and this record will probably extend into the first part of 1985. Offshore exploration spending cannot be ignored as part of this good record, but the role this plays in 1985 and beyond may change as part of changes in energy policy. The anticipation of offshore development has certainly stimulated commercial building in Halifax. But the capital's healthy growth is also due to its role as the major regional urban centre. Growth in Nova Scotia will be between 3.5 and 4.5 per cent for all of 1984.

New Brunswick has rebounded rather handily from a slowish 1983, and its major resource-based industries have set the pace. Basically, this comes down to good records by forestry products and food processing, and better times for a newly diversified mining industry. This performance in New Brunswick in 1984 surprised many analysts who underestimated the province's resilience. Growth in 1984 will correspond closely to the national average, at three to four per cent in real terms.

APEC
atlantic provinces economic council

Note

The information on which this supplement is based was assembled during October, 1984, to meet a deadline at the beginning of November. It contains the most recent statistical data available. The nature of the economic beast, however, means that such data may age very rapidly. Please bear this in mind as you read the supplement.

The Atlantic Provinces Economic Council is an independent, non-profit, non-partisan research institute which has given commentary on, and analysis of, the Atlantic economy since 1953. This supplement represents the latest in a series of annual reviews of conditions in the Atlantic region.

In its role as educator, advocate and critic, APEC also undertakes other publishing enterprises, including regular Newsletters (eight times a year) and quarterly reports (four times a year). These publications are available by subscription to APEC. Occasional publications summarize extensive research into topics of immediate or deep concern to Atlantic Canadians. APEC is almost unique in the region in being able to speak for the entire region, and provide a unifying voice.

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The minister of finance speaks

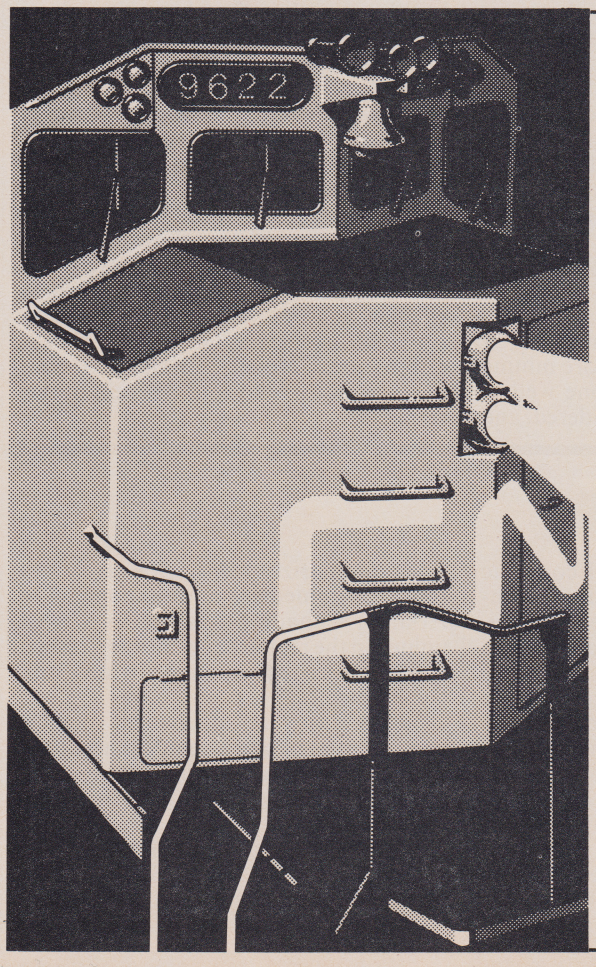
The Hon. Michael Wilson, minister of finance, gave an economic and financial statement to the House of Commons on Nov. 8. He proposed reducing expenditures in 1985/86 by $4.2 billion. These cuts affect all government departments and set the stage for more in the federal budget in the spring.

The government's main concern in its first weeks was to stop the deficit from growing out of control. Even if its restraint program is successful, federal deficits in the $34-38 billion range are predicted for the next few years. Servicing his debt in 1985/86, even with lower interest rates, will account for one out of every four dollars of federal revenue.

Regional implications

The statement emphasized the government is striving for fairness in dealing with all Canadians. Measures with important effects in Atlantic Canada include:

- A $250-million reduction in payments under the Petroleum Incentives Program. This program is designed to assist firms undertake frontier exploration for oil and gas, with higher incentives as the percentage of Canadian ownership increases. PIP funds are largely credited with being a principal reason that Nova Scotia survived the 1981/82 recession in better shape than most other parts of Canada.
- Industrial incentives under the department of regional industrial expansion will be reduced by $200 million. This will affect the level of payments under the Industrial and Regional Development Program (IRDP), one of the major vehicles to deliver assistance to firms across Canada. At first glance, Atlantic Canada has survived IRDP adjustments reasonably well because the heaviest burden of the reductions will be carried by more prosperous parts of the country. Also, applications for grants of up to $100,000 (which include most from Atlantic Canada) will automatically be approved at the maximum level if basic criteria are met. Assistance levels, however, have been reduced by one-half and two-thirds across the board.
- There are various adjustments to the subsidies which enable CN Marine to operate ferries in Atlantic Canada. These will involve higher fares, more efficient management and reduced service. Higher fares will affect costs of residents and businesses in Prince Edward Island and Newfoundland and Labrador. One of the proposed service cuts is to make the Yarmouth-Bar Harbor run a summer-only service. This would significantly add to costs and time of trucking fish to the Boston market from western Nova Scotia, and this issue has become a focus of controversy in the region. Nova Scotia fish exports to American markets in 1983 were valued at $316 million, of which $245 million were to the New England market.
- An increase in the petroleum compensation charge has already increased the price of gasoline and heating oil across Canada by 2.1¢ per litre. The price of Canadian domestic oil will be allowed to move freely towards the higher world oil price. Both measures will affect Atlantic Canada more than other parts of Canada. The region still depends on oil for much of its electrical generation and pays the highest prices for electricity and oil products anywhere in the country. ■



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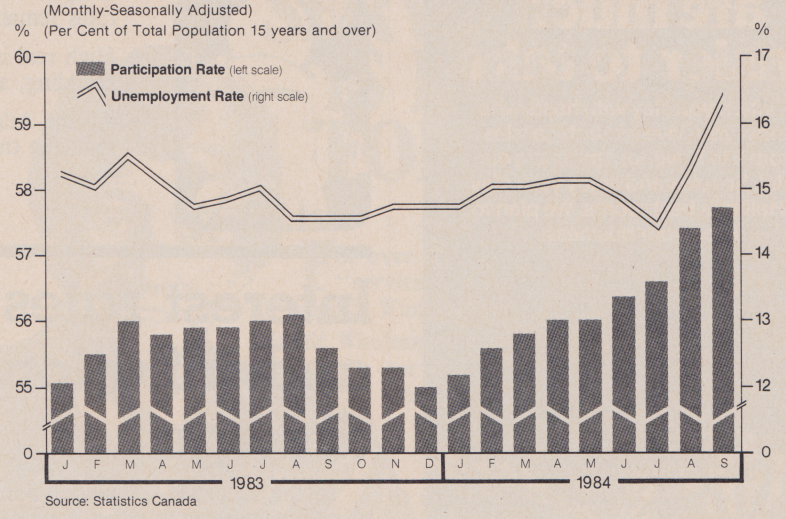

The Atlantic economy has done very well in creating jobs in 1984. There was a net increase in employment of 24,000 in September, 1984, compared to a year earlier. Of those jobs, 19,000 were in Nova Scotia.

Job creation, however, only measures the demand side of the labor market. The supply side is measured by the number of people in the labor force either working or looking for work. In fact, the number of people participating in the labor force has increased more rapidly than the number of jobs available. The unhappy net result of this is that unemployment in Atlantic Canada increased quite steeply between September, 1983, and September, 1984, from 14.6 per cent to 16.5 per cent. This increase represents an extra 25,000 people without jobs over the 12 months.

A 21-month assessment

In fact, an unemployment rate over 16 per cent in the region does not typify the period since the beginning of 1983. The chart indicates that over these 21 months the lowest unemployment rate (14.5 per cent) and the highest (16.5 per cent) occurred within three months of each other (July and September, 1984). Except for the steep rise in unemployment in the third quarter of 1984, there had been a tendency over the previous six quarters for unemployment to edge downwards.

In 1984, especially, the Atlantic economy had performed sufficiently well that job creation absorbed an increasing number of people joining the labor force. About August, however, entry to the labor force surged ahead and effectively outstripped the ability of the economy to produce jobs.

Some provincial details

Newfoundland still holds the unenviable reputation of having Canada's highest rate of unemployment. In September, 1984, this increased steeply over the previous month, to almost 23 per cent of the labor force. This compares with a national average of 11.8 per cent. A substantial part of the big jump in Newfoundland has been due to the effects of a trawlermen's strike. Although only 800 people are officially on strike, almost 4,000 associated plant workers have also been laid off.

Prince Edward Island's record of employment has been about the best of all the Atlantic Provinces in 1984. The province's good year for farmers and fishermen has stimulated job creation, as has a better tourist season. The new federal offices in Charlottetown have been hiring, and residential construction has been doing better than in most provinces.

Nova Scotia's employment creation record has already been noted — some 19,000 new jobs in 12 months. This appears to have stimulated more people on balance to move to Nova Scotia than have left. This reverses a trend which typified most of the last two or three decades, when Nova Scotians joined many thousands of other Atlantic Canadians in going down the road.

There may be doubts, however, if positive net migration to Nova Scotia is necessarily always a good thing. It is a fact that the province is widely regarded as having more of a future than in the past, and has performed well during the 1980s. It is also a fact that many other parts of Canada, which provided jobs for Atlantic expatriates when things weren't so good at home, have experienced severe economic recession. Many exiled Nova Scotians, therefore, may be travelling eastwards as a last resort, having lost jobs in places like Alberta. If this is true, then the province is effectively importing unemployment. Numbers of unemployed have increased quite steadily in the province since May, 1984, although some of this is due to increased levels of participation in the labor force.

New Brunswick's unemployment rate in September, 1984, was almost 16 per cent of the labor force, amounting to 47,000 people. Oddly, though, this is probably due less to difficulties in the resource-based industries such as forestry, fishing, mining, and agriculture, but more to temporary difficulties in heavy manufacturing and construction in places like Saint John and Moncton. This will probably improve over the next few months, especially as the big frigate-building program begins in Saint John.

Structural problems

The Atlantic labor force still faces profound structural problems. They include unacceptably high levels of unemployment among younger people, roughly those under 25 years old. Indeed, much of the higher participation in the labor force can be traced to increased numbers of young people looking for work. If permanent work is not available, this denies these young people those most important first steps to accumulating experience and skills. Youth unemployment remains one of Canada's most pressing social and economic problems.

In Atlantic Canada, as well, participation rates remain below the national average. This is an indication of fewer job opportunities, or of an economy's inability to create jobs. A participation rate of 60 per cent, for example, means that only six in 10 people aged 15 or over are active in the labor market. Atlantic Canada's participation rate in September, 1984, was down to 57.7 per cent compared to a national average of 65 per cent. Whilst allowing for the many people of eligible age who cannot easily join the labor force (the elderly, parents with young children at home, or the disabled), the Atlantic economy is still not creating jobs up to the level of the national average.

High unemployment rates and low participation rates in Atlantic Canada, therefore, are effectively measures of regional disparity relative to other parts of the country. As such, they are symptoms of the overall difficulties facing the region. Economic policies must be designed to attack these disparities, and bring the Atlantic region up to a par with Canada as a whole. ■

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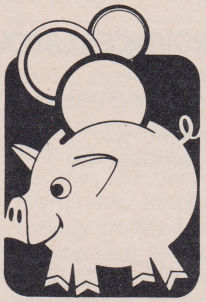
INFLATION:



- In spite of lower market rates of interest, *real* interest rates remain unacceptably high.
- High real interest rates affect consumer and business spending, and the ability of governments to reduce debt.
- All the Atlantic Provinces still face stiff challenges in reducing their budgetary deficits.

Interest rates and inflation diverge

By the fall of 1984, Canada's annualized rate of increase in prices (as measured by the Consumer Price Index) was running about 3.8 per cent. This is a vast improvement over a rate of about 10 per cent two years earlier, and it is even better than the relatively low rate of five per cent in September, 1983.

With inflation at much more manageable levels, attention turned to the equally pressing concern of lowering interest rates. The record in this respect during 1984 has been, for the most part, not so good.

Real interest rates still very high

The actual cost of a loan and the measure of a "good" rate of interest is a concept called the *real* rate of interest. This is a published rate (say the bank rate, prime rate, or any commercial rate) adjusted for inflation. A published rate of 10 per cent, for example, with an accompanying rate of inflation of six per cent gives a real rate of interest of four per cent. This is the published rate adjusted for changes in the value of the dollar over time, and measures the cost of a given loan more accurately.

During 1984, inflation drifted upwards over the winter months (largely due to higher prices for food and such items as fuel oil) before resuming the downward trend established in 1982. The bank rate, however, began to climb in early 1984, and in fact exceeded 13 per cent in July before coming back down. Credit costs and mortgage rates responded accordingly.

The effects of a high or increasing level of interest rates, with a stable or decreasing rate of inflation, is an increase in real interest rates (the shaded portion in the diagram). Indeed, by mid-1984 real interest rates had increased to a level of more than nine per cent. This was only exceeded in recent times by a level of about 10 per cent in mid-1981, when prime rates were almost 23 per cent.

Causes and effects of high interest rates

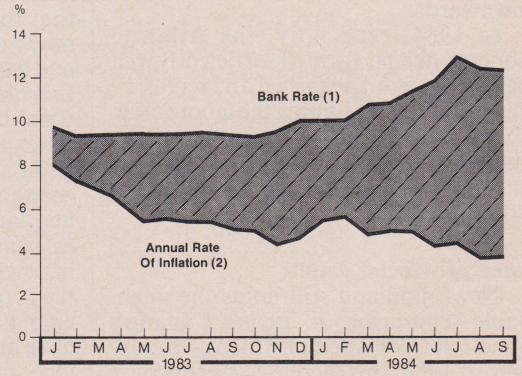
Thus, although the bank rate appears much more reasonable in late 1984 than in mid-1981, the *effective* (or real) rate of interest (or the cost of money) is almost as high. This has several root causes, and several effects.

Primary causes are generally attributed to high demand for credit as the North American economies recovered vigorously during 1983 and into 1984. This demand originated both from businesses who finally undertook delayed investment programs, and from consumers who felt more confident in making major purchasing decisions to buy durable and semi-durable items such as motor cars or appliances.

A further root cause (and one which is much more menacing over the medium term) lies in government deficits in North America. In Canada in 1984/85, the federal deficit will exceed $32 billion, and most provinces are running budgetary deficits. The American federal government and most of the states are in similar straits. Rapidly increasing deficits for the past number of years have resulted in disturbingly high accumulations of public debt.

This worries analysts, who perceive the continuing demand for credit by govern-

COMPARISON OF THE BANK RATE TO THE ANNUAL RATE OF INFLATION FOR CANADA



Source: Statistics Canada.
Note: 1 The Prime Rate charged by the Bank of Canada to Chartered Banks at end of month.
2 The monthly annual percentage change for the Consumer Price Index.

ments (to service debt, and to assure delivery of government programs) as denying consumers and businesses the opportunity and access to capital at reasonable rates. As excess demand for credit has resulted in higher interest rates (coupled to monetary policies to restrict the supply of money in North America) so the resulting high interest rates will affect the ability of businesses and consumers to spend money and therefore generate economic growth.

Regional ramifications

Atlantic economies are not exempt from the larger effects of high real interest rates; indeed, they are particularly caught up in these side effects. All four provincial governments are running substantial budgetary deficits, and the region (perhaps more than most other areas of Canada) relies on a healthy pace of retail sales to generate jobs and incomes. These retail sales suffer when interest rates increase.

Provincial debt has become a worrisome issue, particularly as interest rates have run so high in the early 1980s. Accumulated debt between 1978/79 and 1984/85 has been estimated at $1.1 billion in Newfoundland ($1,982 per person), $93 million in Prince Edward Island ($749 per person), $1.7 billion in Nova Scotia ($1,991 per person), and $1.2 billion in New Brunswick ($1,742 per person).

While allowing that some of this debt is necessary and, over the longer term, helps build up equity (such as much capital spending on public infrastructure and installations) much is incurred merely to finance current spending. In a region which labors under Canada's highest personal tax load, and highest levels of sales tax, reduction of this debt in times of high real interest rates remains a daunting problem. Lower than average incomes and a sluggish economic performance over much of the region reduces revenue-raising capacity and compounds this problem.

Watch the U.S. deficit

The direction and magnitude of change in interest rates in 1984 have stirred up more than the usual share of disagreement among forecasters. Well into the final quarter, rates were declining quite significantly, but few analysts regard this as more than a short-term phenomenon. The longer term forecast (into 1985 and 1986) sees an increase in interest rates.

Whether this increase actually occurs depends on American resolve on two fronts — to reduce the federal deficit, and to allow a sustained pace of economic growth at moderate (some would say lacklustre) rates. Success or failure in this respect naturally affects fortunes in Atlantic Canada, as the provinces themselves face the unpleasant task of reducing their own deficits. Certainly, there is no excuse for lack of resolve in Canada to reduce public debt at both federal and provincial levels. ■

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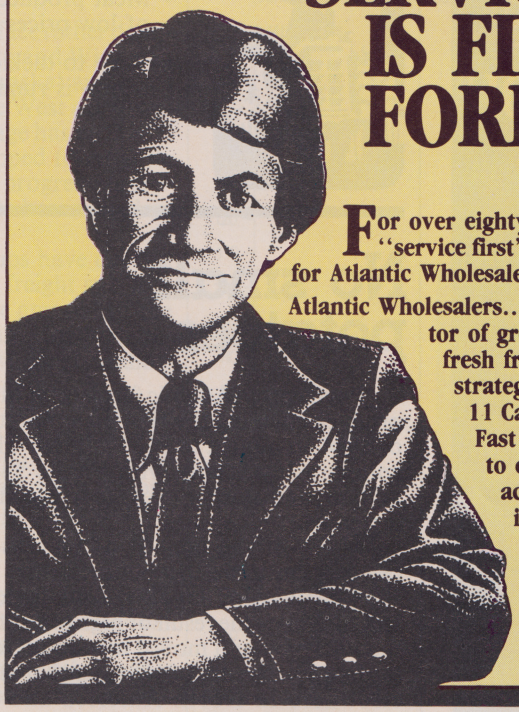

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AGRICULTURE:

- Potato farmers had their best year ever as the 1983 crop moved to market, and the 1984 crop is shaping up to be quite reasonable.
- Meat producers are laboring under the twin pressures of low prices and high costs.
- Time to tackle problems of soil degradation in the region is running out.

No small potatoes

Payments to Atlantic farmers for their produce covering the first eight months of 1984 amounted to $468 million. This compares favorably with 1983's $400 million, and all four provinces recorded increases.

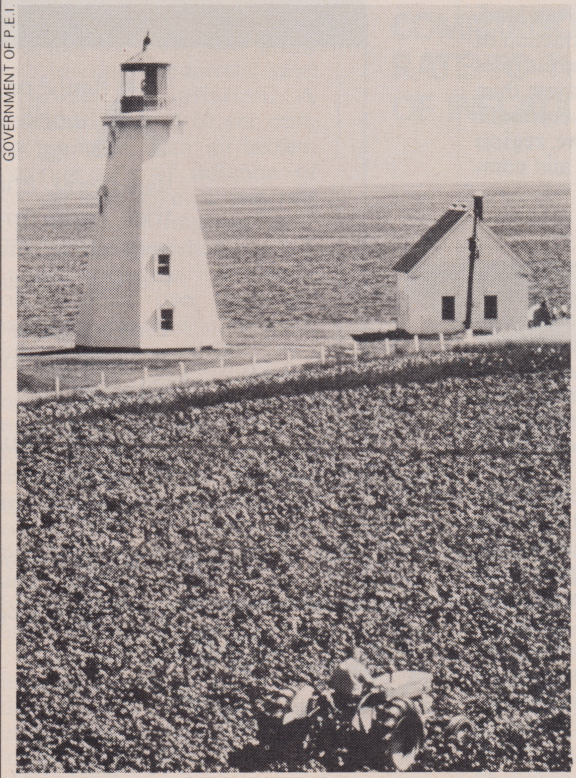
Much of the benefit of increased receipts has gone to potato farmers in New Brunswick and Prince Edward Island. This is the result of high prices for the 1983 crop as it moved to market over the first few months of 1984. Bad harvests elsewhere in North America and in Europe, and a good, high-quality Maritime crop meant premium returns to the region's growers.

Indeed, 1984 began on an upbeat. The threat of import duties on Canadian potatoes entering American markets was finally dismissed at the end of 1983. Potato receipts in 1984 have claimed 36 per cent of total receipts for Prince Edward Island and New Brunswick compared to 27 per cent in 1983.

The outlook for the 1984/85 crop and sales is also for quite a reasonable year, perhaps better in Prince Edward Island than New Brunswick. One consequence of strong demand for the 1983 harvest was to allow processors to run down inventories of such items as frozen french fries. Although the North American harvest will be much better in 1984, increased demand from processors will probably keep prices quite strong.

Other crops have mixed fortunes

Atlantic crop growers (aside from potatoes) have recorded a mixed year. The strawberry crop was, in a sense, too good. Production of berries increased, but many were left unharvested. Tobacco growers (mainly an Island crop, but also grown in Nova Scotia and New Brunswick) survived a disastrous start to their growing season due to a late frost, and the harvest has turned out to be excellent. This is the first year that Island growers have operated under a system of area quotas. This is largely in response to a long-term drift away from the weed which is reducing demand for leaf.



GOVERNMENT OF P.E.I.

It has turned out to be a shakedown year for blueberries. Large stocks in storage across North America are the result of three excellent years of output. Even when prices slipped in 1983, volume was sufficient to maintain (and increase) returns to growers. The 1984 crop has been much lower than in any of the three previous years, and a strong dollar has increased the price of blueberries in export markets in Europe and Japan.

Livestock producers struggle

There were expectations of livestock prices rising as 1984 progressed. In fact, reality fell far short of expectations. Hog prices hovered around the $80 per hundredweight mark in

summer before retreating, and cattle prices have remained low. Hog stabilization funds (designed to support producer incomes during periods of low prices) are very low throughout the region and will require a fair period of good prices to allow replenishment.

Both beef and pork farmers in the region face rather daunting problems. Meat prices are set in Toronto and Winnipeg (based largely on levels set in Omaha, Nebraska) and costs of production in Central Canada and in the West are lower than in the East. Part of this cost disadvantage has been offset by subsidies on western feed grains shipped to Atlantic farmers. The past eight years or so have seen progressive erosion of this subsidy, with the Atlantic sector becoming less and less competitive in its own backyard.

Atlantic governments and farmers' groups have decried reduction of the level of benefits under the freight subsidy. There was, in fact, partial restoration of the amount of the subsidy in 1984, but its effect has been small. Complete re-examination and restructuring is necessary, it is argued, to allow a degree of equitability for livestock producers.

Dairy farmers have emerged from a period of retrenchment to a state of relative health. This sector is the single most important in Nova Scotia, and is very important in the other three provinces. Receipts increased throughout the region, helped in no small way by increases in prices paid to farmers.

Other issues in Atlantic agriculture

The solid performance posted by the region's farmers in 1984 is, unfortunately, a little lopsided. It rests to a large extent on potato sales and dairy receipts, and points out the vulnerability of other parts of the sector to changes in market conditions. A series of Agri-Food Development Agreements signed by federal and provincial governments in mid-1984 is designed to broaden agriculture's base of operations. These will build on the foundations established in previous development agreements.

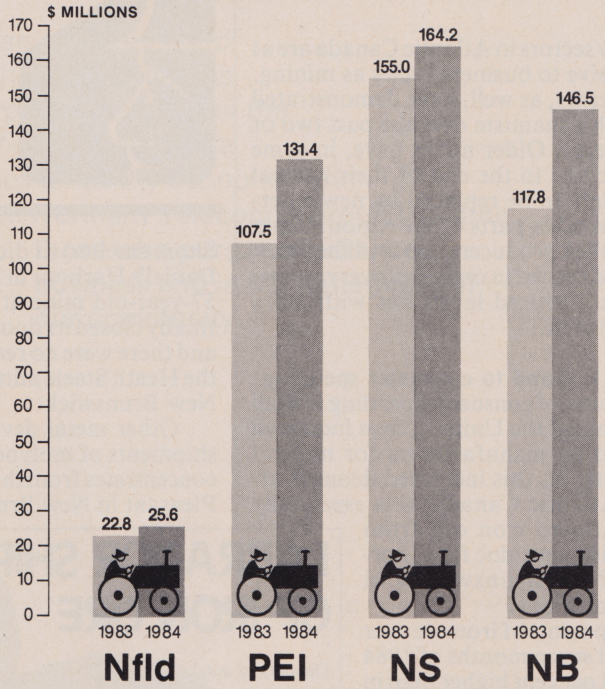
One aspect of farming's base cannot be underestimated — soil. A federal report in mid-1984 once again drew attention to the most serious problem of soil degradation across Canada. Atlantic farmers are not immune to this process, especially in prime crop-growing areas. Corrective action is expensive, takes time, and is urgent and essential. Although such spending may be difficult to justify during times of economic restraint, the soil itself is virtually irreplaceable.

In summary, 1985 brings different degrees of apprehension in Atlantic agriculture. Potato growers hope to repeat a good portion of 1984's success. Livestock farmers are less sanguine as they wait for prices to strengthen. Dairy farms look for some respite from the difficulties of 1982 and 1983.

The region's farmers have rapidly become a force in the Atlantic economy, as the growing importance of associated food-processing factories demonstrates. They still operate under relative competitive disadvantages with regard to other producers in Canada, however. It is testament to their fortitude that the industry has not only survived the difficult times of the early 1980s, but has managed a creditable degree of expansion. ■

FARM CASH RECEIPTS ATLANTIC CANADA

(January to August—Thousands of Dollars)



Source: Statistics Canada

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Showing its mettle

- Good prices for zinc for the first half of 1984 have been of great benefit to Atlantic producers, and iron ore shipments from Labrador have picked up pace.
- There are new (or renewed) developments in the region for minerals such as fluorspar, potash, antimony, and tin.
- Coal developments have hesitated slightly, but the overall outlook is positive.

Few sectors in Atlantic Canada are as responsive to business cycles as mining. Few sectors, as well, have demonstrated as much dynamism over the past two or three years. Older mines have, in some cases, come to the end of their natural lives, only to be replaced by new enterprises in other parts of the region. Other established producers survived the recession and cashed in on the recovery, sometimes at reduced levels but with more assured step.

Metals respond to consumer spending

A burst of consumer spending in both Canada and the United States increased demand by manufacturers for mineral products. As this increased demand affects Atlantic Canada, this essentially translates to iron ore from Labrador, and zinc from northern New Brunswick and other locations.

Shipments of iron ore over the first seven months of 1984 were 38 per cent higher than in the same period of 1983. As North America's auto producers and manufacturers of other consumer durables responded to greater consumer spending, so this demand echoed back to Labrador. Much of this demand has not necessarily been met by increased output of ore at the mines, however. Large stockpiles had accumulated. These were much lower at the end of July, 1984, than a year earlier (by about 40 per cent).

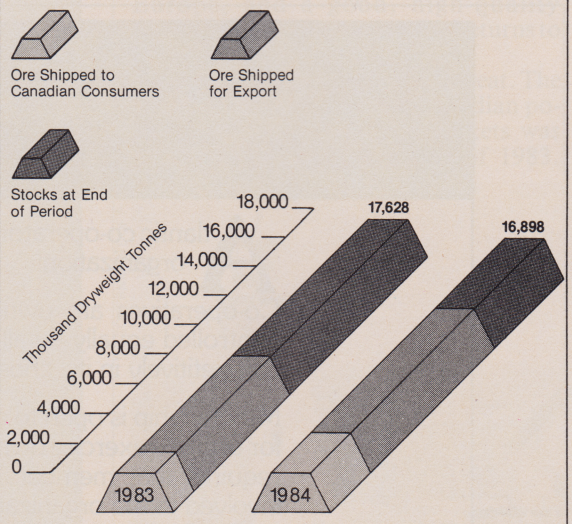
Before the recession of 1981/82, the Iron Ore Company of Canada had a labor force of 8,000. In mid-1984 this was down to 2,600. Closure of the Schefferville operation in Quebec accounts for a substantial part of this reduction, but there is little doubt that output and employment at the mines in Labrador will not reach levels of the late 1970s for many years, if at all.

Zinc has an advantage over other metals in that it hardly ever is recycled as scrap. Much of the metal is used as a galvanizing agent, being combined with other metals. Zinc prices in 1984 did very well, and the region's producers responded. Brunswick Mining and Smelting in northern New Brunswick benefited especially (although not to the extent of resuming work on their proposed North Shore smelter) as did the smaller mine at Daniel's Harbour in Newfoundland. The 57-year-old mine at Buchans, however, finally closed its doors as its ores ran out, and there were no real signs of reopening the Heath Steele mines near Newcastle in New Brunswick.

Other metal developments saw first shipments of molybdenum and tungsten concentrates from the new mine at Mount Pleasant in New Brunswick, and a decision to develop a new ore body at the nearby Lake George antimony mine.

LABRADOR SHIPMENTS OF IRON ORE

(January to July)



Source: Energy, Mines and Resources.

Non-metals increase in importance

The region's traditional base of non-metallic mineral production has included structural materials (including gypsum), coal, asbestos, and salt. The past year has seen the addition of potash extraction, and the coming year will see the revival of fluorspar mining in Newfoundland and more potash developments in New Brunswick.

This last is perhaps one of the most positive developments of recent years both for New Brunswick and for Atlantic Canada's mineral sector. One mine is producing, a second is being built, and a third is likely to start building within a year.

Coal developments hesitate

A fire at the Number 26 Colliery in Glace Bay in April, 1984, was both tragic and badly timed. This event alone is responsible for a drop of a quarter or so in Cape Breton coal output over the first eight months of 1984. It also meant that the coalfield's primary source of metallurgical coal had to be closed down and it could take years to develop a new mine. All this occurred just as export orders for metallurgical coal were becoming regular items for the Cape Breton Development Corporation (Devco).

The overall outlook for coal is positive. There is a federal commitment of $327 million for new mine and related developments in Cape Breton. Devco has a new contract at an improved price to supply the Nova Scotia Power Corporation with thermal coal. In addition, the Chatham generating station in New Brunswick appears to have become the test bed for experiments to examine coal being burnt in different guises. These include Carbogel (a coal-water slurry) and a new addition to test an experimental boiler which burns high-sulphur New Brunswick coal and oil shale.

New developments

Nova Scotia is set to re-enter the metal-mining stakes with development of an open-cast tin mine in Yarmouth County. It will be the only mine with tin ores as its principal product in North America, and present indications are for 17 years' production at least.

The overall outlook for metals especially depends on interest rates. The level of interest rates especially affects consumer spending decisions on durables and semi-durables, each of which require substantial mineral inputs in their manufacture. Although all mineral production has varied widely over the past three years or so, 1984 and 1985 bring a degree of stability not experienced since 1979 or 1980. New and more diversified production adds to this stability. ■

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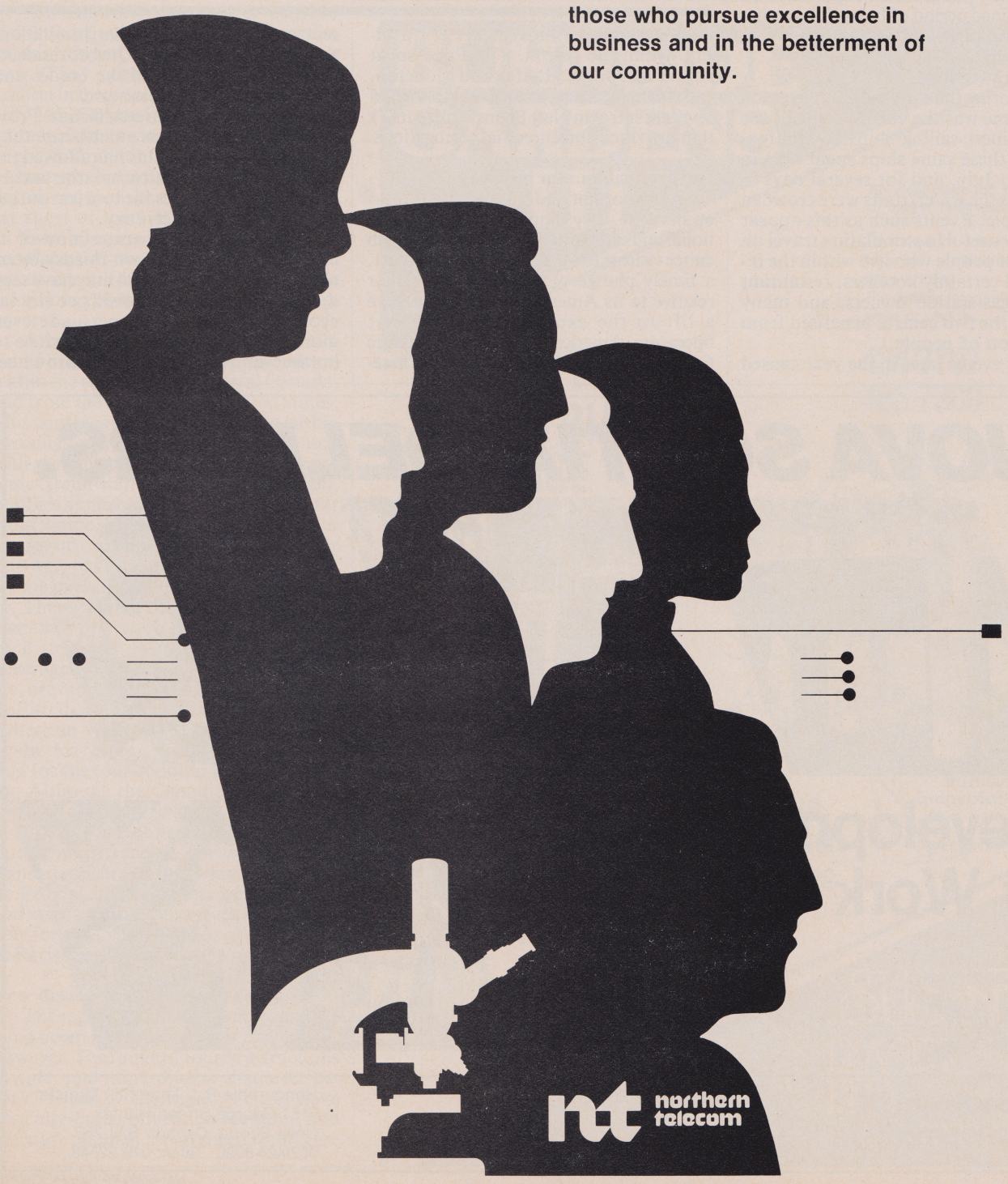

TOURISM:

Tall Ships, the Pope, and Royalty

- 1984 has seen improved visitation compared to the previous two years, but it is still below the peaks of 1979/80 with spending also declining.
- A series of special events in some of the region's bigger centres during the year probably generated more than the usual travel within the region, but benefits from this were largely confined to the host localities.
- The challenge to the region's tourist industry is formidable in the face of high prices and intense competition from other destinations. Change and new developments, however, are occurring and hold promise that the industry is adapting to new circumstances.

The 1984 tourist season in Atlantic Canada has generally been upbeat. A series of high-profile events have increased visitation, and the region's traditional standbys of scenery, sandy beaches, and friendly people were supplemented by a sustained period of beautiful weather in July, August, and September.

Events draw crowds

Anchoring the early part of the season in mid-June was the visit of some of the world's finest sailing ships to Halifax. Many of these same ships spent time in Sydney in July, and for several days in both cities the waterfronts were crowded with people. Events such as this appear especially useful in stimulating travel on the part of people who live within the region, and certainly hoteliers, restaurant owners, gas-station owners, and many others in the two centres benefited from an invasion of people.

Other events later in the year caused somewhat similar movements of travellers within the region. The Pope spent time in St. John's, Halifax and Moncton, and the Queen and Prince Philip visited several centres in New Brunswick to mark that province's bicentennial celebrations.

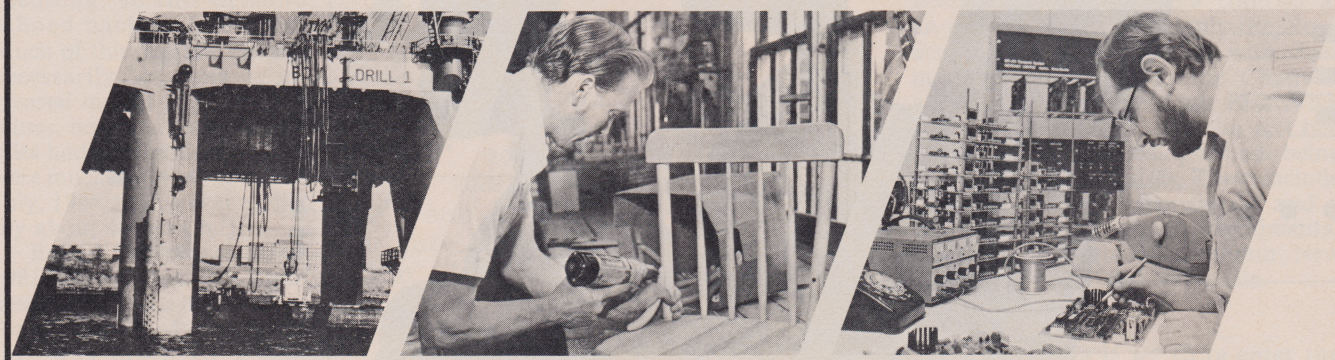
Other visitation also increases

As important and spectacular as these events were, they cannot replace the traditional and established drawing cards which entice visitors to the region. In this respect, a timely plunge of the Canadian dollar relative to its American counterpart gave a lift to the expectations of tourist operators. American visitation to Atlantic Canada has been drifting downwards in recent years. A high U.S. dollar, in addition, would deter Ontario and Quebec residents from travelling south of the border and direct them, instead, eastwards.

Visitation to the three Maritime Provinces, in any event, was much better than in 1982 or 1983, and this has allowed the industry a little time to breathe and to assess new challenges for tourism during the balance of the century.

Newfoundland generates most of its tourist travel (about two-thirds) internally. In this respect, 1984 may have seen a reflection of a sluggish provincial economy, which would persuade even more Newfoundlanders to stay close to home. Air visitation to this province,

NOVA SCOTIA DELIVERS.



Development at Work

Nova Scotia

Department of Development

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however, has been increasing. This is quite closely tied to energy-related business visitation to St. John's. Generally, however, out-of-province visitation was down rather significantly.

Some difficulties still nag

Although the 1984 tourist season has generally been a good improvement over the previous two years, there is little doubt that visitation in the mid-1980s is substantially below that of the late 1970s. If direct tourist spending is adjusted for inflation, this is also declining.

For example, a little over 216,000 tourist parties were recorded as visiting Prince Edward Island in 1980, the most ever. They spent an estimated $49.5 million in terms of 1981 values. By 1983, only 198,000 parties were recorded with estimated direct spending (in 1981 dollars) of only $40 million. Although preliminary estimates indicate more than 200,000 parties visited the island in 1984, this is still far short of the 1980 peak.

Even allowing for the unavoidable inaccuracies of tourism statistics, broad trends are still apparent — fewer people are visiting the region, and they are spending less.

Atlantic tourism has traditionally aimed at attracting family visitation from within the region, from Central Canada, and from the northeastern United States. This confines effective markets to within two days' drive of the destination, and with gasoline prices increasing, and economic circumstances generally uncertain, families appear less willing to venture far from home. Incoming travel by other modes of transportation (such as air or rail) may have increased, but cannot offset the overall decline in auto visitation.

There is also the fact that Atlantic Canada's prices are high, especially for such items as gasoline and alcoholic beverages. These high prices, for example, are more than enough to offset a low dollar usually used to attract more American visitors.

In this respect, too, intense competition for the tourist dollar has been a factor. Although the Canadian dollar was, and is, low relative to the American dollar in 1984, it was not nearly as low as most European currencies. Given the ease of transatlantic travel these days, the Atlantic Provinces' attractions were in direct and intense competition with the undeniably formidable attractions of such places as Paris, Pisa, Scandinavia or Scotland.

New developments hold promise

The region's tourist operators are not lying down in the face of new challenges, however. The range of tourist attractions is wider and more diverse than ever before. Three of the region's cities have specially-built convention facilities, and more are planned. Specialized resorts are springing up in various locations.

Marketing efforts have intensified, and there is a particularly healthy movement in this respect towards more cooperation between the provinces. Such efforts to "sell" or "package" Atlantic Canada's scenery and other attractions as a whole, rather than as a series of relatively small provinces with a correspondingly reduced array of attractions, are an essential part of the region's tourist future.

Other big challenges remain to be overcome, such as much better travel access (by ferry or air) to Prince Edward Island, or making sure that benefits for tourist spending are not concentrated in relatively small areas, but are more diffused. Finally, it may be time to think less in terms of a "tourist" industry, and more in terms of a "hospitality" industry. This, in the first place, may emphasize the very wide range of activities encompassed by such an industry and, in the second place, may emphasize the level and quality of service required to assure repeat visits. ■

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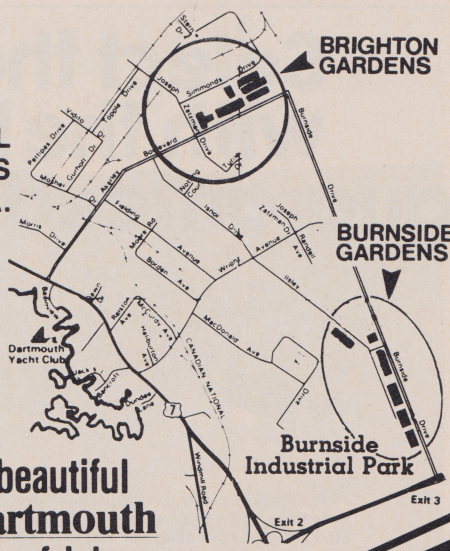

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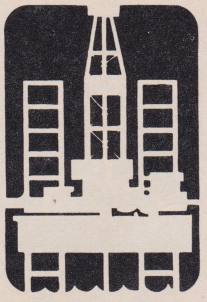
ENERGY:

Electrical generation expands



- Electrical capacity in the region expands with addition of nuclear, coal, and hydro generators.
- High cost of electricity remains an issue in Prince Edward Island.
- Some of the shine leaves offshore activity as no development decisions are taken, but new deposits of oil and gas are still being found.

The addition of New Brunswick's Point Lepreau to Atlantic Canada's electrical generating capacity added a new dimension to the region's energy capability. During its building, public attention was focused on a number of negative aspects of Lepreau, including capital cost overruns, labor problems, and environmental safety.

Lepreau was finally commissioned in mid-1983 and has run at virtually 100 per cent capacity (except for scheduled maintenance shutdowns) since then. Slightly more than one-third of its 630 megawatt capacity is contracted for sales to New England utilities. Consideration of a second reactor at Lepreau (of equal size) is now negotiating the regulatory maze.

New Brunswick, however, hasn't been alone in adding capacity to its system over the past couple of years. Nova Scotia has brought successive phases of its Lingan coal-fired complex into production, and installed capacity is now 600 megawatts. There has also been the official opening of the 18 megawatt pilot tidal plant at Annapolis Royal. Newfoundland has added hydro capacity at Upper Salmon River, and work is well in progress at Cat Arm.

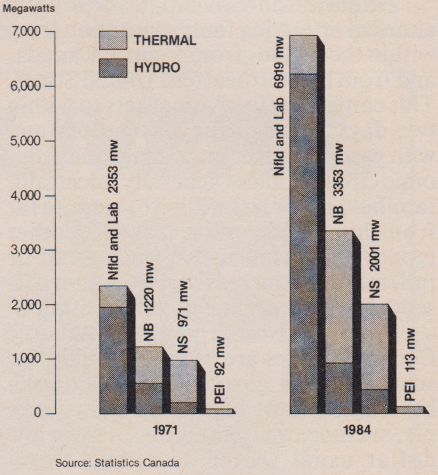
The Island examines its electrical options

Prince Edward Island, meanwhile, still suffers from the highest electricity bills in Canada. The provincial government has been building a case for relief from this burden on two fronts. Firstly, it argues, there should be a National Electrical Energy Marketing Agency to determine and sell electricity at a "blended" national price in much the same way as oil or gas prices are blended at point of production. Such a price for power would apply only to inter-provincial sales (the Island gets most of its electricity from New Brunswick), and analysis has demonstrated that very modest sacrifices in terms of prices charged by Quebec, Ontario and the Western provinces would provide substantial benefits to electricity users in the Maritimes. Secondly, the Island has asked the National Energy Board to examine New Brunswick's pricing policies, especially when it may charge less for certain types of electricity in export markets than in the Prince Edward Island market.

Labrador hydro unresolved

Newfoundland and Labrador have a problem of a different nature. There is abundant hydro potential within relatively easy access of major markets, yet the provincial economy and treasury are not able to benefit. This, of course, stems from the contractual arrangements to sell almost all of Churchill Falls' output to Hydro Quebec, under an agreement signed in 1969. Without this agreement, it is doubtful whether the Churchill Falls project would have begun.

INSTALLED ELECTRICAL GENERATING CAPACITY – ATLANTIC PROVINCES 1971 AND 1984



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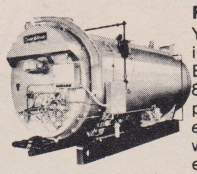

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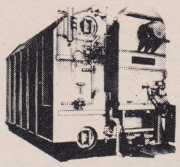

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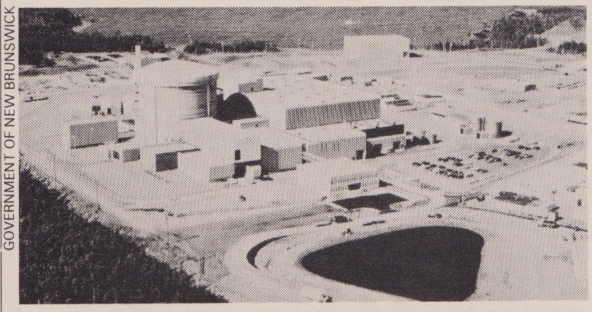

GOVERNMENT OF NEW BRUNSWICK

The energy world of the mid-1980s, however, is vastly different from that of the late 1960s. Newfoundland has repeatedly claimed that Quebec has benefited from Labrador's hydro resources by reaping large windfall profits by reselling electricity at vastly higher prices than it pays for it.

The Supreme Court of Canada had its chance to rule on the equitability of this arrangement during 1984. Its decision basically came down to the fact that a contract is a contract, and can only be changed by mutual negotiation and consent between the signatories. There are at least two consequences of the impasse which persist. Firstly, there is little incentive to begin development of other sites in Labrador. Secondly, the Island of Newfoundland, denied access to relatively inexpensive Labrador power, faces the unpleasant prospect of building more oil-fired thermal capacity to meet its long-run demand for power. Given the lead time necessary to bring an electricity generating plant into production, decisions must be taken quite soon.

Offshore activity marks time

The image of offshore potential has become slightly tarnished with the passage of time. This is not to say the potential is not there. Indeed, during 1984 there has been news of more substantial oil reserves off Newfoundland, and of gas reserves off Nova Scotia.

There has been little perceived progress, however, towards making the promise a reality to the benefit of Atlantic Canada. As 1985 starts, there will also be new rules to govern offshore exploration and development. One of these has been known for some time — world oil prices have shown no tendency to strengthen, but rather have continued to go down. What was originally regarded by many as a short-run dip in prices is, indeed, becoming the norm which will govern energy economics for the balance of the 1980s.

Other changes are bound to follow a change of government in Ottawa. In the first place, there will be a resource-management agreement within a few months to manage development of reserves off Newfoundland. And in the second place, there will be changes to the National Energy Program (NEP) which will probably affect exploration incentives. Petroleum Incentives Payments have covered up to 80 per cent of the total cost of offshore exploration for the past few years, for a total cost exceeding $1 billion to the end of 1983 off the East Coast. These payments are credited with giving a degree of stability to the Nova Scotia economy especially during uncertain economic times. Changes to the NEP may see some of the attention move back towards the west of Canada.

The East still has a future stake in oil and gas developments, however. There appears to be a willing market for Venture natural gas in New England, and no one can deny the size of the Hibernia oil pool. There are still difficulties in dealing with seasonal ice off Newfoundland, but researchers are also tackling this, and other, environmental problems. Development will come; when it will come is less certain than ever. ■

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WHERE THE WORLD IS AT HOME℠

Both retail and export

- Retail trade has been a major component of a good performance by many parts of the region in 1983 and 1984.
- Export sales have also done very well, capitalizing on American recovery and a low Canadian dollar.
- The rules of the export game are constantly changing as protectionism and exchange rate variations have their effects.

Both retail and export trade are important engines behind economic performance in Atlantic Canada. The former is a strong reflection of domestic consumer demand and spending in the region, the latter an indication of foreign demand for Atlantic Canadian products.

Patterns in consumer spending

Consumer spending in Atlantic Canada has been a prime component of regional recovery since early 1983. This has been due to improved levels of employment, better incomes and more confidence in the immediate future which has prompted people to make those purchases which they perhaps denied themselves during the recession.

Lower interest rates have also made financing major purchases (cars, appliances and so on) less expensive, and have made the alternative of saving less attractive. Reduced inflation has given a degree of price stability unknown for a decade.

Retail sales around Atlantic Canada increased by 12 per cent over the first eight months of 1984, when compared to the same period in 1983. This is faster than the rate of inflation (3.7 per cent) or than the national average increase in sales (10.7 per cent), and amounted to a total value of sales of $61 billion.

Sales have been particularly brisk in Prince Edward Island (a reflection of an excellent potato harvest in the 1983/84 crop year and good lobster landings in 1983) and Nova Scotia. Sales of new motor vehicles have been excellent, demonstrating that consumers have been making durable purchases they postponed in 1982 and 1983.

Sources of finance

Funds to enable consumer spending can come from one or more of several sources. First is current income, and there were signs that when the current surge in retail sales began in mid-1983, this source provided a relatively small portion of necessary finance. It is likely, however, that a larger share has been financed from current income in 1984.

Second is personal savings, and the evidence indicates that savings were run down in 1983/84 to finance consumer spending, and a greater portion of personal income was diverted from savings accounts to consumer purchases.

Third is personal credit, either by means of bank loans and the like or by shorter-term borrowing such as credit cards. In fact, per capita borrowing from chartered banks in Atlantic Canada increased quite consistently during the latter parts of 1983 and well into 1984.

Short- and long-term trends

Short-term trends in consumer spending are very sensitive to interest rate changes, whether real or anticipated. There was, in fact, a slowing down in the rate of spending in the middle months of 1984. This may speed up again over the Christmas period, but may then begin to moderate again as consumers, often hurt badly during the recession, save more and spend less.

Longer-term trends in consumer spending will largely reflect demographic changes. For example, population growth has slowed down, and the population is getting older on average. As the population ages, the rate of household formation also declines, and along with this the necessity to fill new households with consumer goods also goes down. This process is enhanced as older people progressively turn their attention and incomes towards providing for their retirement rather than current consumption.

To offset these demographic processes, however, is the type of surge in spending usually induced by such new goods as video-cassette recorders or satellite TV dishes. As long as incomes and perceived necessity of such items allow, retail sales will continue to be an important factor in the Atlantic economy.

Export sales

Faced with a limited domestic market, most of Atlantic Canada's goods must be

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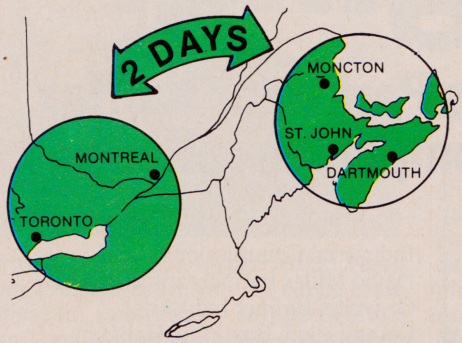

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exported. As many of these products are resources or resource-based manufactures, this largely explains the region's vulnerability to ups and downs in the international business cycle.

The value of merchandise exports from the Atlantic region for the first seven months of 1984 was almost $3 billion. This compares to a sum of $2.2 billion for the same period in 1983, and illustrates well how a stronger than anticipated recovery in the American economy in 1984 has greatly stimulated demand for Atlantic production.

The largest single contribution to exports was $1.4 billion from New Brunswick, spurred on largely by a sterling performance by forest products. Indeed, forest products (mainly pulp and paper) in Newfoundland and Nova Scotia have also done very well. Food product exports (based on both agricultural and fish processing) have suffered rather badly from difficulties in the fishery sector. Nova Scotia's production and exports of end products, however (manufactured items such as tires, railcars and steel rails), increased by 40 per cent.

Special mention should be made of exports from Prince Edward Island. They were valued at $81 million between January and July, 1984, four-fifths of which were food products. This represents an excellent increase over the past few years, as evaporated milk has been shipped overseas from Charlottetown, and as potatoes (both table and seed stock) have found new markets worldwide.

Exporters face difficulties

The impressive increases in export trade from Atlantic Canada over the past few years have been made during a time when a protectionist mood has threatened all world trade. In some respects, indeed, this has directly affected Atlantic products. The European Economic Community (EEC), for example, reduced its import quotas on newsprint from 1.5 million tonnes annually to 375,000 tonnes at the beginning of 1984. (This quota was raised several times during the year.)

Canadian mills were shipping 700,000 tonnes annually to EEC markets, much of this coming from Atlantic mills, particularly those in Newfoundland. Sharp permanent reductions such as these cannot help but worry newsprint producers.

There also have been mumblings of discontent from American fishing interests over the price of Canadian fish in U.S. markets. This is the single most important market for Canadian fish, and any reductions in export shipments (as demanded by U.S. fishermen) would compound serious difficulties within the Atlantic fishery. Similar threats are once again emerging to affect Canadian lumber sales in U.S. markets.

Both fish and lumber exports to the U.S. and many other Atlantic commodities have, however, benefited substantially from a low Canadian dollar. This has prompted U.S. buyers to build up their stockpiles of things such as newsprint or mineral products while prices are so relatively low.

Unfortunately, the Canadian dollar has remained quite firm against most European currencies. This also means that these European currencies are also weaker than the Canadian dollar in American markets. There are two effects from this. Firstly, Canadian goods are less competitive in European markets. Secondly, European goods (such as Icelandic fish or Scandanavian forest products) are more competitive in U.S. markets.

These, and many other, items complicate the lives of exporters. Their success in recent years indicates they have met such challenges, and this experience will stand them in good stead in the future. ■

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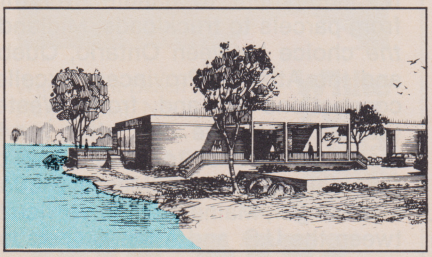

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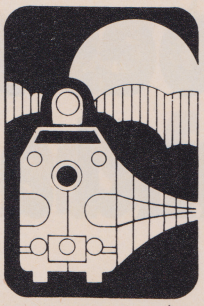
Ports boom, airlines merge, deregulation looms



- Major ports in Nova Scotia and New Brunswick have done very well in 1984, reflecting solid performances in the region's economy.
- Eastern Provincial Airways merged with CP Air and appears set to begin an aggressive campaign to gain more routes and attract more people to fill its seats.
- Deregulation of transportation is a fact of life in the United States, and appears inevitable in Canada. It will affect travel by air, trucking and the railways.

There are few better "instant" indications of economic health in certain parts of Atlantic Canada than shipping through the region's main ports of Halifax and Saint John. The amount of cargo moved is a short-cut reflection of how Nova Scotia and New Brunswick are doing respectively. Results for both ports over the first three-quarters of 1984 have been most encouraging.

Halifax grows rapidly

Tonnage imported through the Port of Halifax over the first nine months of 1984 was 14 per cent higher than over the same period in 1983. The total tonnage was more than 5 million tonnes, of which 4 million were crude or refined oil products to feed Dartmouth's two refineries, or one of the Nova Scotia Power Corporation's generating stations. Containerized general cargo imports was up by two-thirds to almost 800,000 tonnes.

Cargo exported through Halifax is rather more diversified, and amounted to

DAVID NICHOLS

5.5 million tonnes, a 16-per-cent increase from 1983. Gypsum was the single most important commodity shipped (more than 2 million tonnes) followed by refined petroleum products.

Halifax is perhaps better set in 1984 to expand its role as a vital East Coast port than at any time in the past. A new generation of container ships started calling during 1984, bigger and requiring the deep water that the port offers. One of the two container piers is being expanded just two or three years after being opened. Port authorities are most optimistic.

Saint John moves New Brunswick's resources

Export tonnage shipped through the Port of Saint John to August, 1984, was 40 per cent higher than the same period in 1983. This one piece of information alone testifies to the recovery and expansion of New Brunswick's resource-based industries. Import cargoes were up by 11 per cent.

Many of the province's most important products are shipped to market through Saint John, including newsprint and other forest products. In 1984, these established commodities were joined by potash from the new mine near Sussex. The port also continues to move containerized cargo from and to other points in Canada.

It would be difficult to underestimate the vital role the ports play in the economy of the Atlantic region. One or two ocean-going vessels call at many Atlantic harbors each year, to load fish, pulpwood, potatoes, mineral products and so on. As the region discovered early prosperity in the advantage of relatively easy access to markets, so this locational advantage may serve again to give more prosperity to the Atlantic economy.

EPA and CP Air

Eastern Provincial Airways was rarely out of the news for long in 1984. Early in the year, it announced movement of its operating base from Gander (Newfoundland) to Halifax. About 500 jobs were involved.

Shortly afterwards, the sale of the airline to CP Air was announced. Subsequent developments have seen EPA preparing actively for the anticipated deregulation of Canadian air traffic. Applications for new routes have been announced, and ticket prices within the Maritimes, and within Newfoundland, have been cut to levels in direct competition (in some cases) with surface transportation.

The prospect of air deregulation inspires mixed feelings within the region. On the one hand, supporters of the move indicate the greatly reduced ticket prices which have resulted for deregulation in the United States. On the other hand, others point to the increasing concentration of benefits from deregulation on certain high-volume routes. There may also be a price to pay in terms of air service to many smaller centers within Atlantic Canada. Such service may not survive in the very competitive world of deregulated airlines.

Deregulation is in

Not only air traffic is a target for deregulation. The new federal government is also examining deregulation of other modes of transportation. Once again, this follows recent developments south of the border. Major acts governing transport in Canada are scheduled for revision, including the National Transportation Act, the Railway Act, the Aeronautics Act, and the Transport Act. Trucking and rail will be affected, as well as air.

There are also specific transportation issues which affect Atlantic Canada, some of which are all too familiar, others which may well become more familiar quite soon. Discussion over the future of freight subsidies in 1983 dominated transportation circles. These subsidies survived intense scrutiny by federal authorities, and were retained at existing levels. This issue may resurface at some stage as Ottawa examines ways to reduce a federal deficit.

By the same token, subsidies to ferry services in the region have been mentioned as worthy of thorough examination by at least one Ontario-based analytical group. Another group (the Economic Council of Canada) has recommended discontinuing the at-and-east rates (which assist shipment of Prairie grains through East Coast ports) and feed freight assistance payments (which subsidize shipments of western feed grains to Atlantic farmers). On a positive note, Atlantic Canada is likely to regain some of the passenger rail service cut at the end of 1981.

Much of the history of the Canadian Confederation can be couched in terms of transportation issues and crises. The sheer physical size of the country means an efficient transportation system is vital to move goods both internally and to export markets. The changing times of the mid-1980s are unlikely to see any lessening of interest in, and threats to, the structure of the transportation system which assists Atlantic Canada to function smoothly. ■

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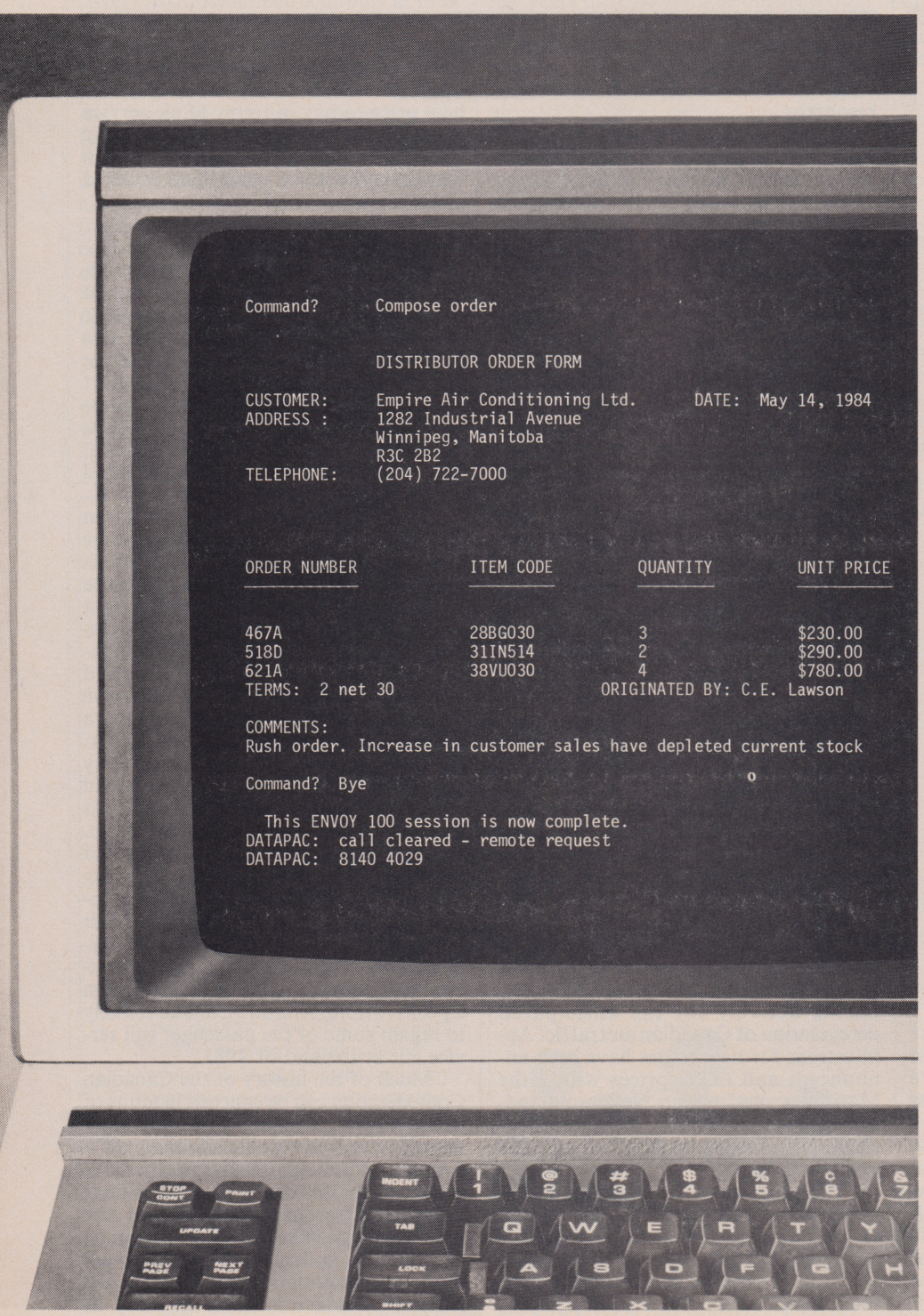

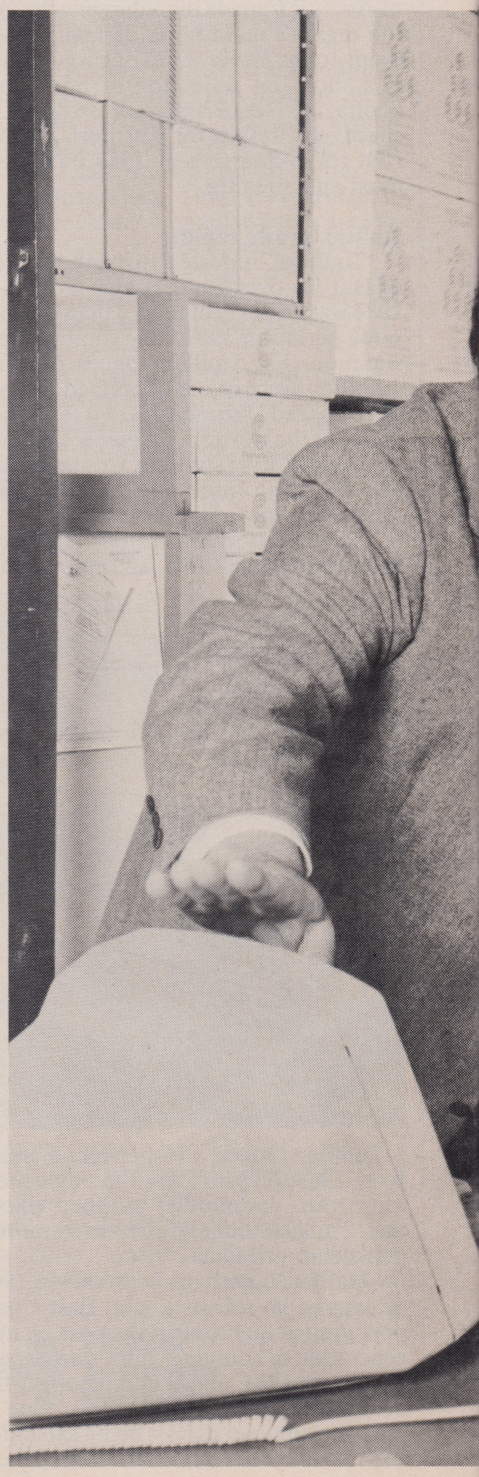

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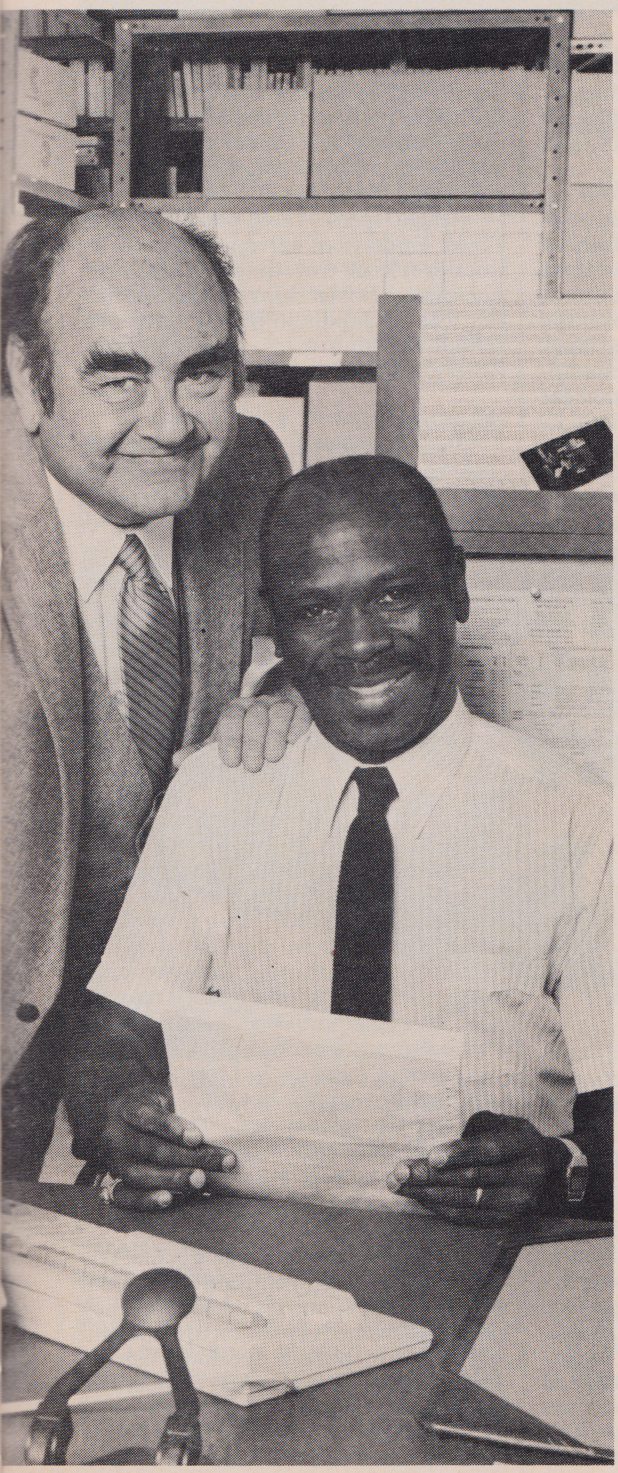

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THE FISHERY:

Restructured but not revitalized

- A year after industry reorganization, the fishery is still in one of its worst periods ever, but is set to do a little better in 1985.
- Landings are generally down, and markets soft in spite of a low Canadian dollar.
- Labor problems have added to the overall confusion within the industry.

The financial restructuring of Atlantic Canada's large offshore sector was well under way by the fall of 1984. However, the two new companies which now dominate offshore processing (Fisheries Products International in Newfoundland and National Sea Products Ltd. of Nova Scotia) have not yet lived up to the high expectations that many had for them.

A continuing financial crisis reflects the serious implications of a number of interrelated issues, among them: a restructuring in danger of collapse; lower levels of landings; sluggish markets; and other domestic and international problems. These issues affect the two supercompanies, small processors and the individual fishermen. It will be a difficult task to improve industry fortunes in 1985, but there is a consensus that things can only get better.

The restructuring

It is becoming clear that early criticism that restructuring was underfunded was correct. Fisheries Products International still had debts in the order of $100 million even after a substantial injection of government funds. The government-controlled company will likely show losses in the $25-million range in 1984, and has already given notice that a further cash injection of $125 million may be needed to assure a degree of profitability.

National Sea Products, still in private hands, will fare better. Operations have been trimmed and the Nova Scotia company was expected to cut losses in 1984. The need for further government funding has not been ruled out, however.

This financial baggage, combined with high and expensive inventories, put companies in a squeeze again in 1984. The financial crisis has not reached 1983 proportions, though, for several reasons.

First, the federal government stepped in with a $14.5-million inventory assistance program for frozen cod. A $25-million loan guarantee was provided to Fisheries Products International. These closures helped companies resist pressure to "dump" inventories, and kept prices from falling even further than they did. A strike by Newfoundland trawlermen and a poor inshore fishery in that province in 1984 also served to ease pressure on inventories.

Industry performance 1984

Problems in the fishing industry are usually reflected in the level of landings. In addition, landings in 1984 reflect a mix of environmental, market, and regulatory influences leading to substantial variability in results by province, district, and species.

The groundfishery (cod and others) shows landings below 1983 levels. Although early season landings of northern cod were good, a large proportion of these landings went into block production. With prices flat for this product over the last few years, inventories grew and landings began to reflect this poor demand. Adjustments took the form of permanent closure of the National Sea plant in Halifax and slowdown and temporary closure at other plants in Nova Scotia. Newfoundland, too, reduced its capacity, although a slow early summer and fall groundfishery and later a trawlermen's strike account for lower landings after August.

GOVERNMENT OF NEW BRUNSWICK

The shellfishery (especially important in New Brunswick and Prince Edward Island) fared somewhat better. The lobster fishery did better in 1984 than in 1983 in Newfoundland and Nova Scotia. New Brunswick and Island lobster catches were also very good, but an excellent year in 1983 makes a direct comparison misleading. The crab fishery was not as fortunate. Lower prices and lower catches were the norm in 1984. With the closure of the late summer Gulf crab season this year to help preserve stocks, it seems likely that this fishery has reached its peak in the Gulf. The scallop fishery continued its decline, reflecting depleted stocks of sea scallops on Georges Bank and increased concentration on smaller species such as Icelandic scallops.

Pelagic species fared poorly in 1984. Lower landings of herring reflect severe stock problems. Only the practice of overside-sales to Soviet ships and sales of herring roe to Japanese buyers have preserved the high prices that make the fishery viable.

Tough markets

American markets, the destination for close to 80 per cent of the region's fish exports, seem to be increasing demand in conjunction with general economic recovery. This resurgence in demand has been rather specific, however. Preliminary figures show production and exports of fresh fish and frozen fillets well ahead of 1983's pace. Exports of frozen fish blocks (mostly cod) were down, however.

Another problem emerging in markets in 1984 was stiff competition in traditional markets from countries whose currency has been devalued in relation to Canadian and American dollars. Icelandic fish exports have become extremely competitive by this means. Increasing competition is but one of many problems the industry faces at home and abroad.

APEC

A host of problems

At home the industry faces a number of serious labor problems. Strikes by trawlermen and scallopers continued in Newfoundland and Nova Scotia in the fall of 1984. Strike action remains a distinct possibility among Newfoundland plant workers who, like the trawlermen of that province, have been without a contract for some years.

Stock problems have seen the landings of scallops on the decline for several years. The transfer of effort to smaller species in other areas has in no way compensated for the depletion of the Georges Bank stocks. Poaching and minimum size infractions have grown in recent years for this and other important shellfish species.

International concerns include the settlement of the Georges Bank boundary dispute. The International Court of Justice granted Canada one-sixth of the bank, about half of the area claimed. The settlement, while it sets the groundwork for stock management talks with the Americans, could have serious short-term consequences for the Nova Scotia-based scallop fleet.

Most disturbing, however, is the potential for countervailing duties as a result of an investigation by the U.S. government's International Trade Commission into Canadian fish imports into the United States. American fishing interests point to low prices which they claim reflect a high level of support from Canadian governments. Canadian interests claim that low prices reflect differences in currency, higher catches per unit effort, and better stock management policies. The government-assisted restructuring has drawn added attention to this series of ITC hearings.

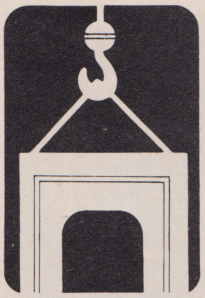
In search of solutions

It has been a year since the restructuring of the offshore processing sector, and almost two years since the release of the Kirby report. The recommendations of the report have been met with severe criticism resulting in slow or incomplete implementation of all but the most "motherhood" of recommendations.

Finding solutions to the industry's problems now falls to a new federal government. This will not be an easy task. The industry's problem has always been a mix of long-term structural problems and short-term emergencies.

A few new ideas have emerged, however. There are proposals for new regional fisheries councils as a basis for new policies. There may be greater emphasis on increased foreign investment, more equity participation by workers (co-operatives), and a strong re-emphasis of long-term economic viability as goals for Atlantic Canada's fishing industry. All will be welcome trends in a beleaguered sector. ■

CONSTRUCTION:



- Residential building starts in Atlantic Canada are generally down, due in part to increasing interest rates and a strong performance in early 1983.
- Business investment is still slow, but appears to be picking up for 1985.
- Lower interest rates at the end of 1984 will stimulate more building.

Interest rates play a big role

Following a year of relatively stable interest rates in 1983, rates began to inch upward in 1984. By the end of July, five-year mortgage rates had increased to 15.5 per cent from 12.5 per cent earlier in the year. This movement had an immediate dampening effect on residential construction. The general slowdown in home-building was compounded by a slow pace of business investment.

A mid-year review of investment intentions in Atlantic Canada shows an increase in capital expenditures on construction of 7.8 per cent (to $14.3 billion) in 1984. A quarter of this total is accounted for by housing construction, another quarter by government, and a third from capital spending in the mining sector.

While investment growth is still positive, the pace of investment has slowed. Interest rate movements have had a clear impact on investment in 1984 and can be expected to play a similar role in 1985.

The interest rate story

Recent history of interest rate movements is complex. Interest rate fluctuations in Canada are undeniably tied to movements in the United States. Canada's heavy dependence on trade with the U.S. has forced Canadian interest

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CONSTRUCTION:

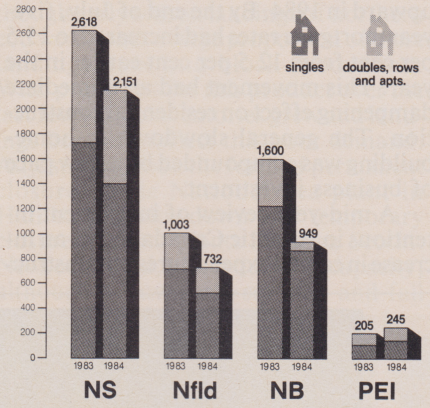
rates to track those south of the border very closely.

In 1983, stable interest rates, combined with the impact of tax cuts and record defence spending, provided the stimulus for 18 months of strong growth in the U.S. This rapid growth increased fears of renewed inflation. The U.S. monetary authorities have a strong policy to not let this happen. Increased demand for consumer and business credit, caused by rapid growth, resulted in an upward drift in interest rates. Investors' long-standing discomfort with a massive federal deficit heightened the effect.

Canadian interest rates followed close behind, reaching a peak in late July. A slowing of the pace of U.S. economic growth in the second half of 1984 has eased the pressure on interest rates, however. Worries over growth-induced inflation have eased, and there is a perceived resolve to deal swiftly with deficits. The impact of changing interest rates is most visible in the residential construction sector.

HOUSING STARTS IN CENTRES OF 10,000 POPULATION AND OVER BY TYPE ATLANTIC CANADA

(January to August)



Source: Statistics Canada

Home construction sags in 1984

The pace of residential construction is closely tied to the availability and cost of mortgages. It is not surprising, therefore, that an upswing in mortgage rates beginning in mid-March is reflected in declines in urban housing starts in the first eight months of 1984 in every Atlantic province except Prince Edward Island. The department of veterans affairs move to Charlottetown is clearly having an impact in the latter, as it has kept demand for housing strong. The overall decline elsewhere can be attributed in part to government programs which created a minor housing boom in 1983, but which were discontinued for 1984.

Abnormally high rates of housing starts in early 1983 may also account in part for an apparent resurgence in housing starts in August, 1984. This can also be related to a decline in interest rates which began about the same time, and which bodes well for early 1985.

Business investment struggles

Business investment to late 1984 has lagged well behind a consumer- and export-led Canadian recovery. While business investment has surged ahead in the U.S., Canadian businesses have been reluctant to follow suit. The most convincing argument put forward to account for this discrepancy is the weak capital structure of Canadian industry.

The debt burden of domestic industry has become too large relative to its equity base. The bottom line is that company profits, which are being re-invested in new plants and developments by U.S. companies, are being used to pay off large debts by Canadian companies. Investment in Canada has been very slow for some time.

A strong showing by several indicators may force a revision of the state of affairs, however, and could set the stage for a strong showing in 1985. The value of non-residential building permits was up in every province in the region except Newfoundland during the first seven months of 1984. Renewed optimism surrounding the offshore may bring this province into line by 1985. Increases in net corporate incomes in the first half of 1984 combined with declining interest rates in the second half of the year set the stage for improvements in the pace of business investment in 1985.

Governments, restraint vs. stimulus

In 1984, as in the past, the construction industry has relied heavily on a combination of government supported special projects, major projects and assistance programs to get it through hard times. About half the funds committed to the federal Special Recovery Projects — first announced in the April, 1983, budget — still remain. All four provinces have benefited from projects under this program. Provincial governments too were active in their support of the construction industry, committing funds to major utility developments and the construction of various buildings and institutions.

This level of support will begin to fall off in 1985, however. Federal and provincial governments face severe financial constraints resulting from a rapid building up of deficits during and after the most recent recession. These financial constraints will mean less discretionary spending and a reduced capacity for stimulative policies in the years to come. ■

Pulp mills at capacity

- Pulp and paper mills have bounded ahead in 1984, as increases in newsprint prices have stuck, and a low Canadian dollar has spurred sales in the United States.
- Lumber prices have drifted downwards, and stockpiles at mills have increased as higher interest rates have reduced construction activity.
- There appears to be a little more resolve in Atlantic Canada to tackle longstanding and urgent problems of forest management and wood supply.

Forestry industries usually rebound relatively quickly from times of recession. Lumber, in particular, responds rapidly to the first signs of improved conditions, as performance in 1983 demonstrated. During 1984, lumber mills have yielded first place, in terms of performance, to pulp and paper mills.

Pulp mills gallop back

Canadian pulp and paper mills operated close to capacity during 1984, and much of the national performance was pulled along by the industry in Eastern Canada. Atlantic mills have benefited substantially from this increased pace. There has been a series of increases in prices for newsprint. Each time an increase was announced, analysts doubted whether it would hold. Not only did each increase hold, it was followed by consideration of a further hike. The next round of increases appears set for early 1985.

Other factors have assisted the pulp and paper sector in Atlantic Canada. A low Canadian dollar has boosted sales to American customers. A reduction of the newsprint import quota to European Economic Community (EEC) countries (largely to give most-favored nation status to other non-EEC suppliers in Europe, such as Sweden) has not been quite as substantial as originally anticipated. And the region's mills took advantage of downtime in 1981 and 1982 to modernize their equipment and to increase efficiency.

Pulpwood production demonstrates the pace of the year to date, with substantial increases in the three principal provinces. Newfoundland especially has done well (a 63 per cent increase in the first eight months of 1984), and New Brunswick is approaching traditional healthy levels. Nova Scotia's 54 per cent increase in production partly reflects the fact that one of the province's three big mills was closed by strike action during the first five months of 1983, and this is reflected in statistics for that year.

Clouds in the sky

Pulp and paper producers are not out of the woods yet, and it would be wrong to assume the industry will have an easy time until the end of the century. Much of this outlook, as in past years, lies in less-than-assured supplies of fibre from the region's woods. New Brunswick has perhaps gone furthest along the road towards solving this problem, with commendable action by both public and private sectors in making forest management an integral part of the sector's responsibilities.

New Brunswick has also examined the supply potential of small private woodlots, and Nova Scotia's Royal Commission on Forestry will report in 1985. Each of the provinces has signed forest renewal agreements with the federal government, some of which supplement development agreements already in force. With the establishment of the new federal ministry of forestry, there is a little more hope for concerted action on resource management.

Shorter-term problems have surrounded some of the provinces' older mills. The mill in Corner Brook, Newfoundland, spent most of the first eight months of 1984 under threat of closure. Only in mid-September did a group emerge from Montreal which was willing to buy the mill under certain conditions. One of these involved an agreement with labor over a suitable contract, another concerns the financing to undertake modernization of the mill. The community itself is relieved, however, that its economic mainstay has a brighter future.

Lumber prices down

The region's lumber mills responded swiftly in late 1982 to initial signs that interest rates were coming down. A good pace of residential construction in Eastern Canada and the United States sustained them through 1983, but 1984 was largely a year of marking time.

Lumber prices have declined steadily throughout the year, and production over the first seven months in Nova Scotia and New Brunswick was down by 30 per cent and 11 per cent respectively. Production actually fell off sharply about mid-year as stockpiles began to accumulate. Residential construction had tailed off as interest rates went up, and Canadian homebuilders were not faced with the array of government incentives to build which characterized early 1983. Although a weak Canadian dollar against the U.S. dollar favored sales to American customers (and especially benefited New Brunswick mills), relative strength of the dollar against European currencies deterred sales in important transatlantic markets.

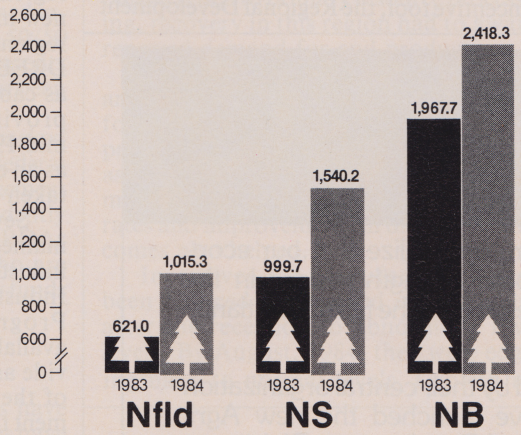
The outlook

Pulp and paper mills appear to have enough impetus built up to see them well into 1985, especially if operating with modernized, more efficient equipment. The major problem is long-standing, that of wood supply. Even in this respect, there appears to be more resolve at least to examine this grave situation, and to take the first initial steps to assuring some security of supply.

Lumber mills have rather more uncertainty in their future, depending on the movement of interest rates and the response of the construction sector to any such movements. As well, there are rumblings once again emerging from U.S. lumber interests about applying to federal authorities in Washington, D.C., for a degree of protection for what they regard as unfair Canadian competition. The future will be, to say the least, eventful. ■

PULPWOOD PRODUCTION ATLANTIC CANADA

(January to August—Thousand Cubic Metres)



Source: Statistics Canada

REGIONAL DEVELOPMENT:

Evolution and dilution

Regional development policies have been an active component of federal economic policies since the early sixties. A consensus that certain regions of Canada require special treatment emerged in the late 1950s. Certain types of areas, of which the Atlantic region was highly representative, were singled out for a variety of special programs soon after.

Early efforts were aimed at reducing poverty, particularly rural poverty, and increasing agricultural output. The concept of regional development in Canada came into being with the creation of the Atlantic Development Board (ADB) in 1962. Under its programs, efforts for the first time were concentrated on a single region.

The concept was more clearly focused with the creation of the department of regional economic expansion (DREE) in 1968 which brought a variety of programs, including those of the ADB, under one administration. DREE's purpose was clear: to reduce regional disparities in the slow growth region east of Trois-Rivières. Its purpose, in a phrase, was to pursue regional development.

Evolution begins

Describing changes in regional development policy over time as an evolution seems appropriate. Structural changes in regional policy have occurred in an environment of criticism of programs, political expediency and various economic pressures. Its raison d'être, reducing regional disparities, became less of a guiding force over time.

The first stage of DREE's evolution came with the broadening of the mandate of various programs culminating with the signing of General Development Agreements (GDAs) with nine provinces in 1974 (Prince Edward Island was already covered by a Comprehensive Development Plan). These agreements provided the framework for co-operative federal-provincial action on an array of sub-agreements covering various sectors and special projects. The main industrial incentive tool, the Regional Development Incentives Act (RDIA), was available nationwide by this time.

The declining focus on the Atlantic region and on regional development is evident from a review of DREE annual reports. DREE expenditures fell from two per cent of the federal budget in 1971 to less than one per cent 10 years later. Over the same period, the proportion of DREE's budget allocated to the Atlantic region fell from 53 per cent to 36 per cent. In addition, in 1981 the Atlantic region received only 15.2 per cent of incentive funding under the RDIA program.

New structures evolve

Growing criticism of incentive programs and the important GDAs, combined with a perceived need to rationalize numerous existing programs, resulted in a reorganization of economic development priorities early in 1982. Program responsibility of DREE and the department of industry, trade and commerce were transferred to a new department of regional industrial expansion (DRIE). A new ministry of state for economic and regional development (MSERD) acquired DREE's policy responsibility and served as cabinet's main contact point in each province on economic matters. In mid-1984, MSERD itself ceased existence as an entity, and its responsibilities were taken over directly by DRIE.

Several new or revamped policies remained with DRIE. Replacing a host of industry assistance programs was a new Industrial and Regional Development Program. The program was to be available everywhere in Canada and provide assistance to business at each stage of the production cycle, from development to restructuring. Eligibility is determined according to a disparity index based on measures of unemployment, income, and provincial fiscal capacity in each of Canada's 260 census divisions.

This particular aspect of the restructuring has drawn a lot of fire. Critics from the public and private sector have questioned aloud the appropriateness of providing assistance at the census division level. Some have voiced concern over census areas in depressed regions getting the same treatment as census areas in growth regions. Others have pointed to the development index's inability to measure chronic disparity where hidden unemployment is high.

The biggest concern relates to the appropriateness of tackling development problems at the census division level. Such areas may often lack the infrastructure or the entrepreneurs to make use of pro-

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grams. Inappropriate policies may account for reported levels of underutilization of these programs. Fitting square pegs into round holes clearly presents some problems.

Criticism has been less severe for the new Economic and Regional Development Agreements signed this past summer with each of the Atlantic Provinces. The new ERDAs are enabling documents in the co-operative spirit of the old General Development Agreements setting the guidelines for federal-provincial development undertakings for the next five or 10 years. Sub-agreements under each ERDA have been signed to address sectoral access in all four provinces.

Two main differences between the ERDAs and GDAs have become apparent. Under a GDA sub-agreement, there are guidelines for maximum federal financial share, 90 per cent in Newfoundland and 80 per cent in Nova Scotia and New Brunswick. Generally, agreements tend to be signed with the federal government shouldering its maximum share. There are no such guidelines under ERDA. Sub-agreements signed into the second half of 1984 vary from 50/50 to 80/20 in rare cases. In no agreements signed so far has the federal share been as high as 90 per cent.

One other change is the two-tracked delivery approach where although federal and provincial portions of a sub-agreement are co-ordinated they are independently delivered. These aspects of the ERDAs worry provincial governments, who are severely pressed for the discretionary funds to put into these programs.

Outlook

Regional development policies have changed in the last 15 years. Policies have evolved from a clear focus on disparities in a part of the country with 10 per cent of the population to a country-wide multi-area development policy. Changing economic and political forces molded and continue to mold policy.

Concern over the size of the federal deficit has led several national groups (such as the Business Council on National Issues) to point to regional development programs as one area that might be examined to find ways to save money. Cutbacks in these areas would have a significant negative impact on the region. Although programs may be inappropriate in some cases and need review and improvement in others, any tampering with the concept of regional development, even its present diluted form, will probably provoke a united and vocal response from the Atlantic region.

MANUFACTURING:

- The value of manufacturing shipments increased solidly in 1984, due mainly to good performances in Nova Scotia and New Brunswick. Difficulties in food processing (mostly fish) in Newfoundland and Prince Edward Island have held these two provinces back.
- There is the strong likelihood of better records from heavy manufacturing industries in 1985, such as steel products and shipbuilding.
- Many manufacturing endeavors in the region remain rather sensitive to changes in interest rates.

Solid performance in 1984

A vibrant American economy has contributed to the solid performance recorded by Atlantic manufacturing industries to the end of August, 1984. Recovery in this sector of the Atlantic economy, however, did not coincide exactly with that of other sectors. Since much of Atlantic Canada's manufactured output is tied to primary resource processing, recovery in this region had to await renewed demand for end products.

Lower and stable interest rates in 1983 and early 1984 spurred consumer demand for a variety of products which are high priced and sensitive to interest rates, such as automobiles, major appliances, and machinery and equipment. Lower saving rates and improvements in disposable incomes also helped.

Incentives for manufacturers had been reduced during and immediately after the recession to abnormally low levels. By August, 1984, they were edging back to normal levels. Growth in manufacturing employment was slow, however, with most employers slow to rehire. An upward movement in rates in 1985 could undo much of the slow and painful progress of the last two years.

Uneven performances between provinces

The value of manufacturing shipments from the Atlantic Provinces was up by 23 per cent by the end of August, 1984. This was based solely on the exceptional performance of two provinces, Nova Scotia (up 18 per cent) and New Brunswick (up 39 per cent). Shipments from Prince Edward Island and Newfoundland were more or less on a par with 1983.

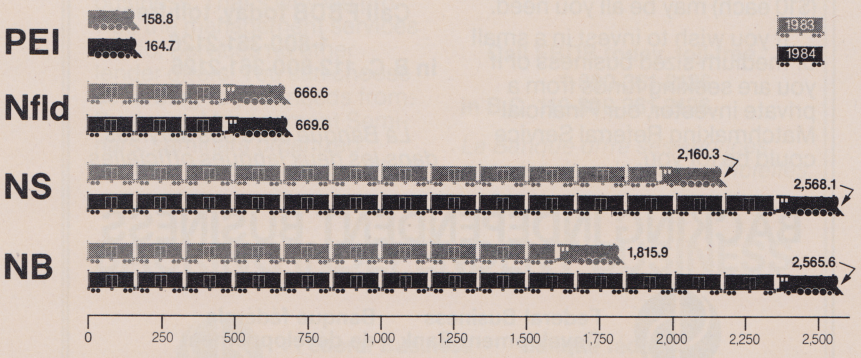
A steady performance by Nova Scotia's food and beverage sector and a dramatic improvement in shipments of forest products and transportation equipment explain most of this good record.

New Brunswick's manufacturing performance was the best in Canada because of very good performance in the large food and beverage sector combined with great improvement in the output of pulp and paper mills. This latter sector reached full capacity, after a year of assorted modernization projects, just as demand and prices recovered.

In Newfoundland, the impact of good newsprint shipments was lessened considerably by a decline in the fish products

MANUFACTURING SHIPMENTS ATLANTIC CANADA

(January to July — Millions of Dollars)



Source: Statistics Canada

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Investment still slow

Increased sales and improved profits have done little to encourage investment in the manufacturing sector. A mid-1984 survey of investment intentions showed a decline of more than 15 per cent in manufacturing capital and repair expenditures in the region, compared to a small increase for Canada as a whole. The investment pattern in the region points to a decline in purchases of new plants and equipment (down 28 per cent in 1984), but greater attention to repair expenditures (up seven per cent).

It now appears certain that significant modernization programs will begin in 1985 at the two oldest newsprint mills in Newfoundland. A $34-million agreement between Abitibi-Price and the governments of Canada and Newfoundland, signed in late September, represents the continuation of a long-planned modernization program for the Grand Falls mill. Provisions for the purchase and modernization of the former Bowater mill in Corner Brook have yet to be confirmed, but it is expected that any capital development plan would involve spending close to $170 million over five years.

The $2.6-billion frigate replacement program was expected to begin late in 1984 or early in 1985. With Saint John Shipbuilding and Drydock as main contractor for the six vessels, New Brunswick's heavy manufacturing sector will receive a much needed boost in 1985.

Nova Scotia's heavy industry sector also did better in 1984 with good performance by Sydney Steel and the rail car plant in Trenton. Sydney Steel has orders well into 1985 from CN Rail. A modernization program at Halifax Industry's shipyard, along with a number of signed repair and construction contracts, saw the work force swell to 600 in late 1984 from only 40 a year earlier.

Prince Edward Island's manufacturing performance record in 1984 is not expected to improve much in 1985. The reopening of

GOVERNMENT OF NOVA SCOTIA

the Georgetown Seafoods plant is still in doubt. The bright spot on the Island is small manufacturing enterprises, but all industries are rather severely constrained in competition by extremely high electrical power rates.

Although near-term prospects are better than at any time since 1981, the region's manufacturing sector still faces a number of nagging issues. Pulp and paper mills and lumber production in every part of the region are facing serious wood supply problems. Shortfalls are predicted in several areas due to a combination of insect damage, past harvesting practices, and insufficient commitment to silviculture.

The fishing industry continues to be troubled with losses despite the commitment of about $200 million by government toward the implementation of new policies recommended by the Kirby report. Also, about $300 million in cash and equity has been spent on reorganization of this troubled sector.

With poor prospects for sales of CANDU reactors, Cape Breton's two heavy water plants are likely to be examined closely by a federal government anxious to trim its deficit. Industrial policies, particularly those providing incentives to business locating in slow regions, may receive similar close scrutiny.

Outlook

While the region's manufacturing sector performed well on average in 1984, it is clear some serious structural problems remain. The key for 1985 will be interest rates. If the long-term trend is for higher rates, serious setbacks can be expected among manufacturers who serve certain sensitive sectors, such as the construction and automobile industries.

The general slowing in economic growth would eventually affect the demand for most other goods as well. If governments in Canada and the United States are able to deal effectively with deficits, pressure on interest rates, and therefore on the manufacturing sector, will ease. ■

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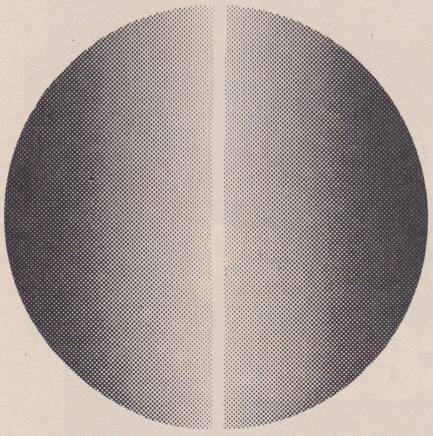

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Paul Daigle
Moncton Industrial
Development Limited
95 Foundry Street, 4th floor
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Centre of the Maritimes

AP28

THE OUTLOOK:

1985 and beyond

Rarely have economic forecasters been so uncertain as in 1984. There is a brand new federal government in Ottawa. Although North American economic performance in 1983 and 1984 has been generally excellent, memories of 1981 and 1982 are still sharp and affect consumer and business confidence. Government deficits are a major concern.

All of these factors, and many more besides, make predictions especially hazardous. There is a consensus that the pace of economic activity will be slower in 1985, but the magnitude of this slower pace is the subject of widely divergent opinions.

As well, whether this slowdown is good or bad provokes arguments. On the positive side, some analysts maintain it reflects moderation of both U.S. and Canadian expansion to more manageable and non-inflationary rates. On the negative side, others say any slowdown will aggravate an already serious unemployment problem.

Deficits to the fore

Although the spectre of government deficits is by no means new in recent economic analysis, it takes on a heightened profile as 1985 approaches. This is mainly because of a new federal government with an expressed intent to reduce the deficit substantially and urgently.

Governments have two options to reduce a deficit — increase revenues and/or reduce spending. For governments to increase their revenues, taxes must increase. To reduce spending, programs and policies must be examined carefully. The initial thrust of the federal government appears to be to reduce spending through selective cuts. These may affect the Atlantic economy in many ways. The programs to be examined include those for regional development, those to subsidize transportation within the region and those which offer incentives for offshore energy exploration.

Any reduction in spending on these (and many other) programs will affect most levels of Atlantic society. Any reduction of transportation subsidies will affect industries' ability to compete. Removal of supports for industries which would otherwise be regarded as non-economic directly affects jobs, as would any significant reduction of offshore incentives.

There appears to be a growing consensus that action to cut the deficit is overdue. This does not deny, however, the short- or medium-term discomfort which could result. This could get worse if initial spending cuts are ineffective and the government's attention turns to other (including social) programs.

Eyes south

There appears to be much more ambivalence in the United States about resolve to reduce its deficit as a new presidential term begins. Of course, failure to reduce a substantial deficit inhibits creation of income and employment and at some stage will affect demand for Atlantic products.

There is concern, as well, that Americans will tackle their substantial trade deficit by means of a more protectionist attitude. There have been attempts over the past two or three years to impose some kind of import controls on such items as potatoes and lumber. Fortunately, these have failed, and the Reagan administration, to its credit, has also shown itself unsympathetic to barriers to trade on several occasions.

As U.S. fishing interests are currently calling for protection from Canadian fish imports, however, this may be a test of the American mood in this respect. Any restriction on one or another of the Atlantic region's principal export goods in U.S. markets would be a severe blow.

Summary: the outlook for 1985

Although it is sobering to contemplate challenges facing Atlantic Canadians, these should not obscure the fact that three of the four provinces will at least match the national rate of real growth (three to four per cent) in 1984. There is general consensus that this pace will moderate in 1985 as economic managers pursue the goals of sustainable but relatively unexciting expansion. A national rate of growth of two to three per cent is forecast.

There will be a corresponding moderation in the Atlantic Provinces, although Nova Scotia and New Brunswick will approximate or even exceed the national average. As well, Prince Edward Island could match its good showing of 1984, depending on biological or meteorological factors.

Newfoundland will still languish a little in 1985. The fishery remains a problem, and slower growth of consumer spending in North America will translate into reduced iron ore shipments from Labrador. Real growth will likely not exceed 1.5 per cent.

The Atlantic economy still holds great potential for prosperity, and events of 1985 could help realize the beginnings of this prosperity. An offshore management agreement for Newfoundland would be a great boost to the province. The other provinces have shown great resilience and resourcefulness in shoring up traditional and established industries. Such experience, in itself, allows a good measure of confidence in facing the uncertain times of the mid-1980s.

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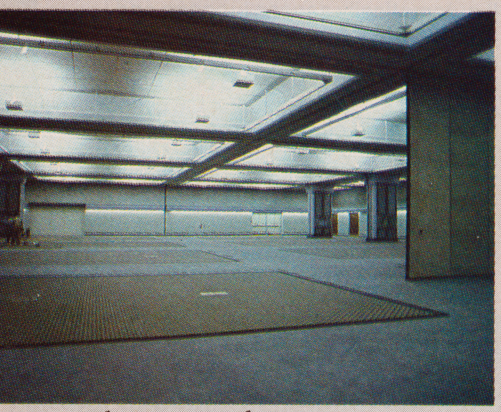

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PHOTOS BY ALBERT LEE

Troubled Symphony revives

Symphony Nova Scotia, which rose from the ashes of the Atlantic Symphony Orchestra, has a balanced bank account. But is it at peace with its musicians?

by Heather Laskey

"This is not normal labor relations — it's a situation that's covered with the overlay of many problems of many years and we have fallen heir to it." — Brian Flemming, president of Symphony Nova Scotia, announcing last October that his board had called off the season's opening night concert

That SNS had inherited problems is undeniable. The question is has it revived them and created new ones?

The concert was called off after local musicians voted against ratifying their contract. They had been warned of the board's intention, but as one of them said: "We didn't believe they would do it."

Given the background of other unusual events associated with SNS and its predecessor, the Atlantic Symphony Orchestra, they should not have been surprised. The ASO was the first major arts organization in Canada to declare bankruptcy; its board once locked out its musicians; and last September SNS started an unprecedented lawsuit against Peter Power, president of the Atlantic Federation of Musicians.

Power, aged 56, has led the federation since the 1950s, the era of the Halifax Symphony Orchestra in which he played trumpet. A large, fresh-faced man with an adversarial personality, his manner and military bearing reflect the years he spent earlier as captain of an army band and as a scoutmaster.

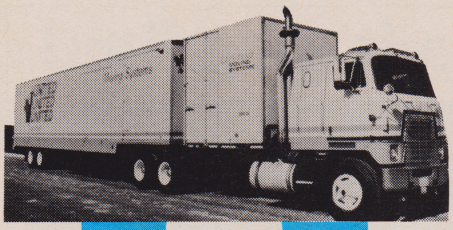
He says there was no trouble with the HSO, nor in the first years of the ASO. "I was on the board and was out collecting money for them. Everybody respected each other. There was trust." But trust is the factor which has been lacking for a decade between local symphony musicians and their employees. Power maintains that the trouble started when presidents of the ASO "began to fill the board with monied people who didn't think they should mix with us."

Stephen Pedersen was a flautist with the ASO and has worked on many contract negotiations. "A problem was that we were dealing with a board who took a snooty attitude towards 'unions.' We were frequently referred to as 'labor.' They took the attitude that they were volunteers and that we should be grateful to them for giving us jobs. They got huffy when we asked for better working conditions and wages. Also they were often totally ignorant about the operation of a symphony. On one occasion a lawyer they had brought into negotiations asked 'What's a concerto? What sort of an instrument is that?' "

In 1974 the musicians went on strike over working conditions and low wages. In fact, the ASO was chronically underfunded to carry out the mandate it received when it replaced both the HSO and the New Brunswick Symphony in 1968. Uniquely in Canada, the ASO was obliged to tour, with all the expenses this entailed. It could never pay its musicians properly and consequently lost many good players and kept too many mediocre ones. In 1979, new contract negotiations stalled. The musicians were locked out for 12 weeks. It saved the board thousands of dollars, but there was no unemployment insurance for the musicians.

By 1980, the ASO's financial situation deteriorated, and was saved only when a fund-raising campaign brought in $230,000. Its last president was Halifax lawyer Hector McInnes. "We were nervous that his commitment was not strong," says Pedersen. "We felt that if things got tough he would bail out. And he did."

In September, 1982, the bombshell hit. McInnes announced that the orchestra had an accumulated deficit of more than $400,000 and was being dissolved. There had been no cry for help, no warning that



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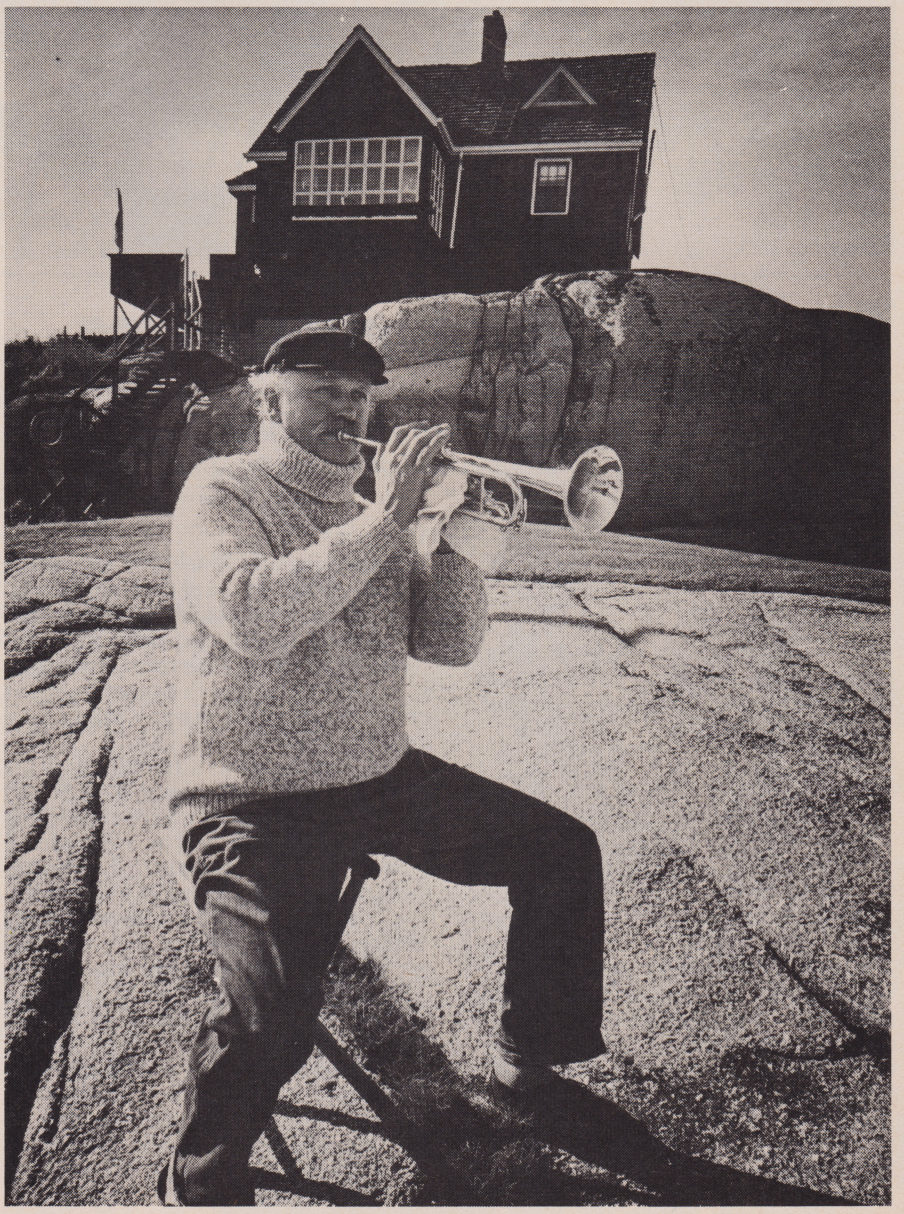
its mandate was unworkable. According to Mark Warren, then the ASO manager, it was the right decision. "There were financial commitments that couldn't be met and the Bank of Montreal said 'no further.' "

The musicians were in shock, but set up a committee to create jobs for themselves. In October they put on a fund-raising concert: the conductor, soloists and musicians from across Canada played without charge. The Rebecca Cohn auditorium was packed, the enthusiastic audience gave standing ovations, unwilling to let the musicians leave the stage. But the moment and its emotion passed.

Weeks of frustration followed for the musicians. Several of the best joined other orchestras. In November the department of culture called a meeting of "interested persons" but all suggestions foundered against McInnes' statements that he was looking for a new board. At the end of January, McInnes still silent, the department called another meeting: a steering committee was set up to identify a board. Meanwhile a pro-tem organization with government funding mounted a 20-week season — thus qualifying the musicians for unemployment insurance the following summer. The musicians had hope. But when the minister of culture publicly sympathized with their "severe economic problems and personal stress," it was the last time their collective welfare was a government concern.

Brian Flemming became SNS's first president. A 45-year-old, south-end Halifax lawyer with knowledge and love of music, he is sleek, clever and ambitious. He and Peter Power do not get on well.

At Flemming's insistence, Boris Brott was hired as artistic adviser. The board also committed itself to form an orchestra of a higher standard — and pay more — than the ASO. SNS said the department of culture's representative made it cruelly clear that SNS would not be a "make-



Peter Power: board members' attitude is a problem

work'' project. For many ex-ASO musicians, the message was plain: they were not going to get jobs. They knew Brott would repeat his Hamilton Philharmonic format — an orchestra of 32 players built from a core group. The logistics of orchestral instrumentation would mean that many could expect only occasional freelance work.

It was as they feared. When SNS's first season opened in early 1984 Brott chose a core group of 12, only seven of whom were ex-ASO musicians.

Power fought hard during negotiations for the contract for the 32-player orchestra slated for the 1984/85 season. A major concern was Brott's own contract which gave him arbitrary powers to hire and fire, and musicians were worried about his reputation for capriciousness. Another problem, says Power, was the attitude of some board members. ''They compared running the symphony with running a business...'' Norman Newman, the anti-union owner of Capitol Stores, once said, according to Power, ''we don't do it this way in the store.''

In April the negotiations stalled. In September the board started a lawsuit against Power and the federation, claiming contraventions of the Charter of Rights' mobility clause. Central issues were the AF of M's regulation that local members be given first crack at auditions and, according to Brian Flemming, the standby rule requiring that a fee be paid to the AF of M if an outside musician is brought in for a performance when a local player is available.

The lawsuit brought Power back to the bargaining table. His committee wrung a standard auditioning procedure from the board but could not shift it on the long probationary period — which meant, as one musician put it, ''you'll go in every day for three years with a knot in your stomach...Every day you'll have to kiss Brott's toenails.''

Three days before the season's opening concert, Power presented the contract to the musicians. A majority balked at Brott's discretionary dismissal rights. Flemming accused Power of sabotaging the ratification.

The night of the concert, a pianist played alone on the Rebecca Cohn stage to a sparse audience — an ironic reminder of the enthusiastic packed hall at the fund-raiser two years earlier. The following weekend the musicians gave in. The board's only concession was an agreement to form a council to discuss complaints. But the lawsuit was not dropped.

By the end of this season, Symphony Nova Scotia should be on its feet — if over the bodies of many musicians. It has full houses, a hard-working board, no overdraft and a popular manager. But, as Pedersen says, ''the only solution, in the long term, to the chronic problems which have plagued the orchestra in Halifax is the creation of trust.''

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FOLKS

John Donahue: passing along athletic skills

ROBERT COAKLEY

When **John Donahue** became a quadriplegic after a diving accident 10 years ago, one of the major aids in his rehabilitation was an involvement in wheelchair sports. Last year, Donahue, who hails from St. Stephen, was the only New Brunswick athlete to win Olympic medals in 1984. A member of the Canadian wheelchair team, he won bronze in discus and silver in shot put at the 7th World Wheelchair Games in England last July. "When I was getting ready for England, I trained eight hours a day," he says. "I did weight training and wheeled my chair five to seven miles a day." Now he is using his skills and experience to help other young athletes by taking a role in the Atlantic Disabled Sports Alliance, which was established in 1984 to help young and inexperienced disabled people develop athletic abilities. "There has always been a lot of basketball for wheelchair athletes," he says. "I have been all over the world and have picked up quite a lot of information on training methods. I was fortunate, the best coaches in Canada coached me." Now Donahue will be passing that on to other young hopefuls. "Our next Atlantic Games for the Disabled will be held in Saint John in September and our intent is to hold a few clinics and promote this." More than 250 athletes from the region are expected at the three-day event and Donahue will be preparing young athletes for events in the shot put, discus and club.

Erica Rutherford was born in Edinburgh, Scotland, and has lived all over the world, but this painter and printmaker now divides her time between her home in Cherry Valley, P.E.I., and Toronto where she arranges for exhibitions of her work. Her latest endeavor evolved from sketches of her cat Talia who, to Rutherford's amusement, seemed to be joining in for yoga exercises. She showed the sketches to **Libby Oughton**, owner of Ragweed Press in Charlottetown, who suggested turning them into a book. The result was *Yoga For Cats* in which Rutherford's humorous sketches are captioned with such tongue-in-cheek lines as "this exercise is useful for reaching off counters." The book's feline superstar is a pure white, short-haired cat with the distinction of having her name and picture credited for posterity. Rutherford had to hold Talia in some positions to complete her sketches. "We are fortunate to have these animals," says Rutherford, who feels cats are taken for granted too much. The book has been received well in the Maritime region, says Oughton. "People are tired of the sort of sick humor which is prevalent today. *Yoga For Cats* is a non-violent, very gentle book. People who love cats love the book."

The Australian pop group *Men At Work* has never played in the Atlantic Provinces but it does have a Halifax connection. The producer of the group's first two albums is **Peter McIan**, 35, the son of former Haligonians Gerald and Hazel (Ross) Johnston. He was born soon after his parents moved to Boston from Halifax. He is now based in Los Angeles. When he was young he spent many summer vacations in Nova Scotia but has not visited the Atlantic region for many years and has lost touch with relatives in the Halifax area. It was while in Australia to produce a female singer's record that McIan first saw *Men At Work* in a nightclub which was, he says, "a little like the bar scene in *Star Wars*. Every weirdo in the world hangs out there." He fell in love with the band and started working with them. The result was that he produced the group's next two albums, *Business As Usual* and *Cargo*. Worldwide the records sold 14 million copies and sales in Canada reached the 1.5-million mark. Meanwhile, riding high on the crest of the wave of the success of *Men At Work*, McIan looks forward to the possibility of visiting Canada and returning to his roots in Nova Scotia.

A native Newfoundlander who was named as Alumnus of the Year in 1984 by Memorial University is probably not well known as a native son although his face is familiar to millions. **Gwynne Dyer**, the internationally known journalist and military historian, shot to prominence through his critically acclaimed series *War* when it was televised nationally by the CBC. His parents and brother still live in Newfoundland. Dyer was born in St. John's in 1943 and graduated from Memorial in 1963. He was one of several candidates nominated by members of the Memorial University Alumni Association. The criteria, says Robert Benson, the association's executive director, are "excellence of achievement in any field. We just left it wide open." Former recipients are Harry Steele in 1982 and Dr. Arthur May in 1983. Dyer will be commuting between his home in London, England, and Canada this year on his latest project, a CBC/NFB co-production of three one-hour programs entitled *In Defence of Canada*. Michael Bryant, the NFB producer, maintains that Dyer has "a healthy disrespect for whatever medium he is working in. He is not in awe of the process." The series is scheduled for completion by late fall. In the final episode of *War*, Dyer said: "There's nothing honorable about fighting for what you believe in if it causes the destruction of the world. Either we abolish war or sooner or later it will abolish us." His views on Canada's defences are likely to be just as thought-provoking.

Jessie Colbourne, 63, of St. Anthony, Nfld., has been hooking mats and embroidering since she was "big enough to hold a needle." She was 13 when her mother died, and she helped support her five younger brothers and sisters with her sewing. Most of that work was for the St. Anthony-based International Grenfell Mission. "My first job was cutting and

PETER GARD

Colbourne: prayers overcame arthritis

dyeing nylons for hooked mats," she says. Later she was a waitress at the Grenfell Orphanage. In her off hours she taught the orphans embroidery. She later worked for the IGA but left in 1941 to get married. Soon after her three children reached school age, she began to suffer from arthritis. "At first my handwork prevented the arthritis from getting through," she says, "but then it got too bad to work. I really got crippled up then. I was in a wheelchair and my husband made me two canes." Unable to embroider, she turned her attention to founding branches of the Canadian Arthritis Society in St. Anthony and Happy Valley/Goose Bay. Five years ago she sought an unusual cure. "The urge came over me to go to my church," she says. "I called down my Salvation Army clergy, Dr. Barrow, and he called for special prayer. We had 82 for prayer that day. I didn't feel anything at first. Then I said to myself, 'my, I'm burning up on the inside.' Two days later I was walking without my canes." The way Colbourne sees it, the Lord still had work for her to do; most notably, the embroidery on the Grenfell parka presented to Pope John Paul II in St. John's in September. The parka was something of a family affair, says Colbourne. "My cousin Mary Simms did the cutting out; my friend Dorothy Taylor did the stencilling; my sister-in-law Lydia Roberts assembled the parka. I embroidered the two dogs on the end sleeves, the Eskimo figures on the pockets and the big dog team and komatik on the back."

When the Prince of Wales shook hands with **Sydney Mahaney**, it was the joining of two proud traditions: the British monarchy and Nova Scotia dory building. Prince Charles was obviously impressed with Mahaney's renowned Shelburne shop. And well he should have been. Mahaney, 88, began building dories at 17 and stayed with it all his life, building or helping build some 5,000 dories, many of which still fish the rugged Atlantic. Others rest peacefully as historical exhibits in museums throughout Nova Scotia. He still works four-hour days during summer months. Times were when he could make two or three vessels a week. Now, having recovered from a heart attack several years ago, he takes about two weeks to build a dory. Though the outboard motor has made his trade nearly obsolete, he continues to sell all his boats, mainly to Americans. They'll pay $500 or more for the recreational craft — a far cry from the once accepted $17 standard. "I could probably make a dory with my eyes closed," laughs Mahaney as he fashions Shelburne wood into a sturdy new craft. "And I still love my work," he adds, wrinkles creasing around his shining eyes, and two streaming manes of pure white hair bouncing off his sinewy shoulders. He's a man who finds relaxation in his work — like the time he constructed a perfect miniature dory for Prince William. Considering the tough quality of Mahaney's work, Prince William's son may someday be playing with a little piece of Nova Scotia history in the royal bathtub.

Sydney Mahaney still building dories at 88

ERIC HAYES

Svyata Vechera

That's Ukrainian for "Holy Supper" — the Christmas feast. It's an especially colorful event when Ruth and Stephen Chappell put it on. People often book a year in advance to make sure they have a seat

by Marilee Little

Tucked away behind a wooden wall at the end of an old ferry road on the north side of Fredericton is an enchanted oasis. The sunporch of the old, mellow clapboard house which overlooks a babbling brook and wooded ravine is a five-star restaurant.

Eighty Eight Ferry is where owners Stephen and Ruth Chappell live and work their magic. The intimate ambience they create is enhanced by a Gothic stained glass window at the far end of the dining room and by hanging greenery and lots of fresh flowers.

Tiny touches of perfection adorn the skirted tables. "Luv lanterns," which are intricately cut out tin candle holders, rest on handmade tatted doilies. Napkins are edged with crocheting and seats are covered with needlework cushions. Family treasures and artifacts from around the world cover walls and ledges and serve as conversation pieces.

PHOTOS BY DON JOHNSON

Chappell works magic with Ukrainian Christmas celebration

Once a year, on January 6, Ruth Chappell pays homage to her heritage by celebrating the Ukrainian Christmas Eve with friends and patrons. Most beloved of all Ukrainian festivals, it is the *Svyata Vechera* or Holy Supper. To ensure a seat at this lively and colorful jubilee, people often book a year in advance. Says Stephen: "Last year seven people flew in from Ottawa just for the occasion."

Traditionally, the celebration centers around the family and the agrarian culture of the Ukraine. Bread and wheat, symbols of life, are given special reverence. When the first star appears in the Christmas sky the *didukh* (a sheaf of specially prepared wheat) is brought into the house.

The floor is strewn with hay to remind us of Christ's birth in a manger, and the table is covered with the traditional red and black embroidered tablecloth.

At Eighty Eight Ferry, waiters wear the vividly colorful costumes of the Ukraine. Even the serving dishes are authentic and have the Slavic red and black cross-stitch pattern on them. Red candles, placed in sets of three, represent the trinity. The *kolach* (round, braided bread) is given the place of honor in the middle of the table.

Another lighted candle is placed in the window to invite any stranger who may be passing. And an extra place is set at the table for any family member who has died during the year. Ruth explains: "It's a popular Ukrainian belief that the spirits of the dead reunite with their loved ones on this special night."

The feast of 12 meatless dishes (to symbolize Christ's 12 disciples) begins with grace. Following the Christmas greeting *"Khrystos Rodyvsya"* (Christ is Born), everyone raises a glass and downs a shot of vodka to warm the stomach.

The first and most important dish is *kutia*. Made of cooked whole wheat, sweetened with honey and flavored with poppy seeds, this traditionally was the ritual offering to the sun god, creator of earth and harvest.

The menu includes *borsch*, a hot beet soup with sour cream, and *holobtsee* (cabbage rolls). For this occasion the rolls are made of rice and contain no meat. Ac-

cording to everyone who has sampled the feast, the *pièce de résistance* is *pyrohy* (tiny pastries filled with cheese and potato. One fish dish is included. It can be any fish, but Ruth adds local color by making patties of Atlantic salmon. The twelfth dish is always a light dessert. The Chappells usually serve fresh fruit marinated in a liqueur.

Kutia
(Wheat)

2 cups wheat
1/2 cup honey (buckwheat)
1/2 cup poppy seed

Rinse wheat well and put in a pan and dry in the oven for 1 hour at 225°F. Stir occasionally. Sprinkle with hot water, put in a sturdy sack and pound it with a rolling pin to loosen the outer layer of bran. Wash the wheat thoroughly by allowing the bran to rise to the top and remove it. Keep rinsing until the wheat is free from bran. Soak wheat overnight in 7 cups of water. Cook the wheat in the same water in which it was soaked. Stir frequently and add more water. Cook about 6 to 7 hours. During the last 2 hours it will thicken, so stir often and cook on very low heat. Wash poppy seed, pouring boiling water over it, rinsing until it looks clean. Simmer it on the stove for about 10 minutes and keep the lid on. Grind the poppy seed in a blender or use the finest blade of a food chopper. Mix together cooked wheat, poppy seed and honey.

Pyrohy

4 cups flour
1 cup warm water
2 tbsp. cooking oil
2 eggs
2 tsp. salt

Beat the eggs and add to the warm water and oil. Blend well, then add flour and salt. Knead dough until smooth and soft. Cover dough and let rest for 30 minutes, roll out thin. Cut into squares or rounds. Place a teaspoon of filling on each piece, pinch edges well together to seal. Drop into boiling salted water and boil for about 8 minutes. Strain in a colander and pour 1 cup cold water over them. Drain, place in dish, sprinkle with oil, toss gently to coat evenly. Fry chopped onions in oil. Spread over pyrohy and serve hot.

Filling for Pyrohy

2 cups mashed potatoes
1/2 cup old cheddar cheese
salt and pepper to taste
1/2 tbsp. onion, chopped

Sauté onion in oil, season and add to potato and cheese. Mix well.

Holobtsee
(Cabbage Rolls)

Remove hard core of 3 lb. cabbage. Simmer, covered, removing outer leaves as they wilt. Do not overcook. Line casserole with smallest and damaged leaves. Wash 2 oz. dried mushrooms. Simmer in 3 cups water for 1 hour. Strain stock and chop mushrooms. Saute 1 cup onions (chopped) in half a cup of vegetable oil. Partly cook 2 cups rice in 3 cups mushroom stock and water. Add mushrooms and half of the onion. Overseason rice with salt and pepper. Form holobtsee and arrange in layers in casserole. Add 2 cups water or tomato juice (to barely show). Sprinkle with half a cup of vegetable oil and remaining onion. Bake, covered at 350°F for 1 hour.

To form holobtsee: Place 1 tbsp. rice mixture on leaf. Fold sides toward centre starting at thin outer edge; roll up loosely.

Serve with sour cream or favorite sauce.

Kolach
(Braided Bread)
(Yield: 2 loaves)

1 tsp. sugar
1/2 cup lukewarm water
2 pkgs. yeast
2 cups scalded milk
6 eggs (beaten)
1 tbsp. salt
1/2 cup sugar
1/2 cup vegetable oil
3 cups sifted flour
5 to 6 cups sifted flour

Dissolve sugar in lukewarm water. Sprinkle yeast over it. Let stand 10 minutes. Combine softened yeast with lukewarm milk, eggs, salt, sugar, cooking oil, and 3 cups flour. Beat until smooth. Cover and let rise in a warm place until light and bubbly — about one hour. Mix in remaining flour and knead until smooth and satiny. This dough should be somewhat stiffer than for bread so that the *kolach* will hold its ornamental shape. Do not make too stiff. Cover and rise in warm place until double in bulk.

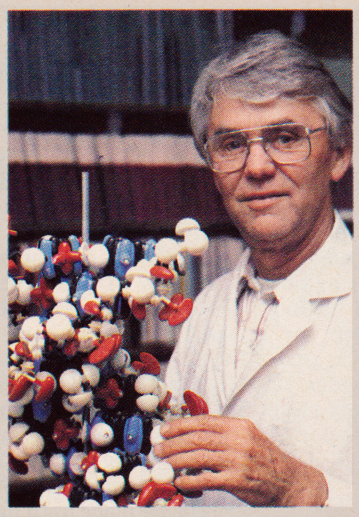
Punch down and let rise again. Divide dough into two portions. Shape each loaf as directed. Shape the divided portion of the dough into a long roll. Cut into 6 equal parts. Roll each into long roll about 20 inches in length. Take two of these rolls and entwine left to right starting at the center. Turn the roll around and entwine the other roll in the same manner. Repeat with remaining roll. Braid the three entwined rolls very neatly, starting at the center. Then turn the partly braided roll around and finish the other half. Trim ends and bring them together and join, pressing gently. Place the dough in greased angel food tin.

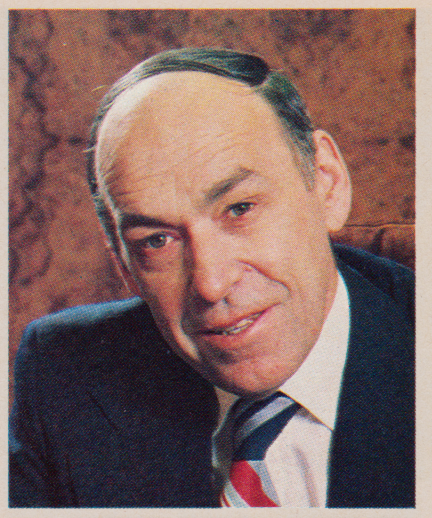
Roll the remaining dough into two thin rolls about 30 inches. Entwine these and encircle the loaf, joining the ends and tucking in neatly. Cover and set in warm place to rise until almost double in bulk. Brush with beaten egg diluted with 2 tbsp. of water. Bake in moderately hot oven — 400°F for 15 minutes. Lower temperature to 350°F and continue baking 40 minutes longer or until done. If desired, 10 minutes before done brush again with beaten egg and sprinkle with poppy seeds.

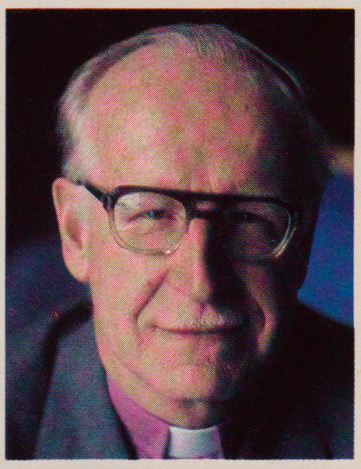
Borsch
(Beet Soup)

2 cups beets cut into thin strips
1 medium onion (chopped)
1/2 cup carrots (cut into strips)
1 medium potato (small cubes)
1 tsp. dill weed
1 tsp. parsley, chopped fine
2 cups shredded cabbage
9 cups water
4 tbsp. vinegar
1 1/2 tsp. salt
1/2 cup sour cream

Cover beets and carrots with water, add vinegar and salt and simmer for half an hour. Add the rest of vegetables. Cook half an hour longer and pour cream and serve.







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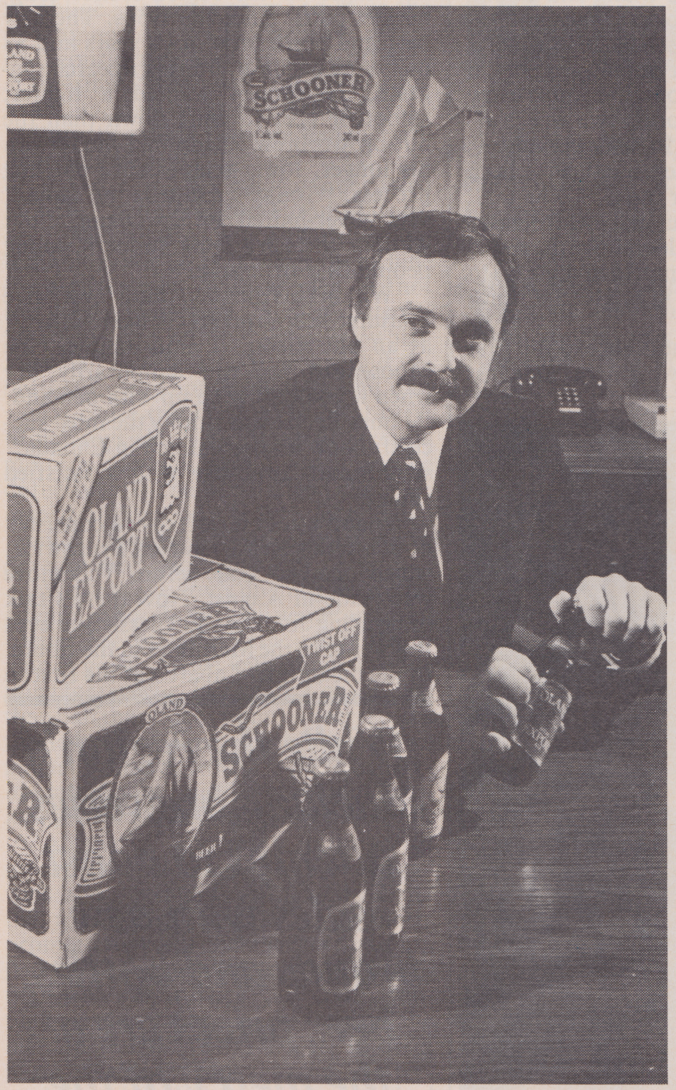


PHOTOS BY ALBERT LEE

Oland's Millar, left, and Moosehead's Strathdee: head-to-head in an all-out marketing war

Beer industry in a froth

Selling beer in the Maritimes is an activity that used to be as predictable as the tides. No more. Now there's a war on for market share. At the centre of it are brands that carry the names of two 19th century Maritime brewers: James Ready and Alexander Keith

by Jennifer Henderson

Alexander Keith and James Ready are fighting for elbow room at most Maritime watering holes these days. Both 19th century beer barons are long dead, but the rivalry between the two breweries that make the beers named after them is very much alive.

"A state of war" is the phrase Stuart Strathdee, marketing manager for Moosehead Breweries Ltd. of Saint John, uses to describe the head-to-foamy-head competition between Moosehead products and those of Oland Breweries Ltd. of Halifax and its parent company, John Labatt Ltd. Oland/Labatt brands still outsell Moosehead in Atlantic Canada "but not by much — and not for long," predicts Moosehead's marketing head.

As the baby boomers bulged toward middle-age and away from the pub crawls, the beer market in the 1980s went flat. Round after round of tax increases, matched by no new growth in the market, left brewing companies the choice of crying in their beer or stealing customers from each other. In the Maritimes (Moosehead isn't sold in Newfoundland), going for a bigger market share could transform an old family compact into a minor family feud.

The Halifax Explosion during the First World War destroyed the Oland family brewery in Turtle Cove, Dartmouth. Brothers Sidney (known as the Colonel) and George B. Oland looked to both Nova Scotia and New Brunswick to rebuild the family fortunes. The Colonel built in Halifax, then purchased the Alexander Keith brewery on the waterfront in 1926.

Oland's Nova Scotia holdings were bought out by the Labatt conglomerate in 1971. Grandson Sydney Oland is now the president of the Labatt Brewing Co. in Toronto.

In New Brunswick, George B. bought Jones brewery in Saint John in 1918. Brown quarts of "Red Ball" were brewed there and in 1928 Oland added Ready's Beverages Ltd. "Canada's Oldest Independent Brewery" began making Moosehead during the Depression. "N.B. Breweries Ltd." was renamed "Moose-

head'' to try to attract Nova Scotian customers.

But New Brunswick was to remain the traditional preserve of the Moosehead side of the Oland dynasty. Keith's remained king in Nova Scotia — where the name ''Oland'' is as bluenose as the Schooner beer it makes. Prince Edward Island sipped from both sides and for generations there wasn't as much as a burp in the regional drinking pattern.

The recent availability of Upper Canadian beers at premium prices didn't seem to affect local loyalties either. But barriers to sales of Maritime beers in Ontario, Quebec and Newfoundland did force Moosehead to cut loose south of the border in 1978.

Unable to expand at home, Moosehead chairman Philip Oland and his son Derek had to ''go big or stay home.'' They went big. Moosehead export ale is now the fourth most popular import in the United States. Container ships carry Moosehead to California two weeks after it's in the bottle. In peak periods, as many as 80 18-wheelers a day have been loaded with brew for the U.S. The U.S. advertising slogan suggests Moosehead ''stands head and antlers above the rest.'' Success there has prompted invitations to test-market the brew in England, France and, soon, Japan.

Despite its conquest abroad the first whiff of a battle brewing here came last summer. On June 28, 1984, Moosehead Breweries launched James Ready — a new lager in the region's first long-necked bottle since the 1950s. The new beer and bottles took two years and $3 million to engineer. Market research suggested consumers wanted a lighter, smoother beer to chug down than the nut-brown brew Ready had made with his longer, lower-temperature brewing process. ''Today's recipe is the same,'' says silver-haired Philip Oland, ''but without the dark color modern young people find offensive.''

Within two months, one in every five Maritime beer-drinkers claimed ''J.R.'s'' as an old friend. In mid-summer, the Moosehead tap ran temporarily dry when it couldn't keep up with demand. ''James Ready was simply the most successful new market-launch in Canada,'' says Stuart Strathdee with a satisfied smile.

Oland's counter-offensive consisted of marketing Keith's in New Brunswick, which it had not done before. That move was made in August. Now there's talk of bringing John Labatt Classic and even Budweiser to the Maritimes in the future. In the meantime, Labatt was the first to introduce new twist-off tops on all its and Oland's labels. Like their competitor, they used the trendy, tall bottles — then added preppy little logos on the bottle's shoulder.

While the region's duelling breweries attempt to boost sales with new brands and bottles, beer prices are at the mercy of the provincial governments with an unslakable thirst for money

Labatt Brewing Co. pioneered the twist-top technology in Canada. John Millar, Labatt's regional marketing manager, says the packaging is responsible for boosting national sales by six per cent in 1984 over the year before. In Nova Scotia, says Millar, sales of Labatt's Blue have doubled since July when Blue came out with the first twist-top.

Millar thinks the brewing industry's decision to abandon the standard ''brown stubbies'' will lead to greater consumer choice. Whether you want a

Warning: Health and Welfare Canada advises that danger to health increases with amount smoked - avoid inhaling.
Average per cigarette - "Tar" 16 mg Nic. 1.1 mg.

beer that takes up less space in the fridge or one that practically opens and pours itself, your friendly brewer will be eager to oblige. Labatt's seems to have the packaging edge on Moosehead, which isn't considering going to twist-off tops at this time. "For all the money Moosehead invested in James Ready," says Millar, "we think they got caught with their pants down."

"Air is to beer what cancer is to humans," counters Moosehead's Strathdee. "We're not convinced the twist-off technology is at the point where a machine can get the top on tightly enough, but not too tight, to guarantee quality control." Strathdee says returnable bottles which have chips in the fine rings around the bottle-top may not be spotted, and that would cause trouble for the twist-offs. Millar says electronic bottle inspectors monitor and kick bottles which may be defective off the production line. He regards such comments as "sour grapes" from competitors frantically trying to develop their own twist-top.

While the region's duelling breweries attempt to boost sales with new brands and bottles, beer prices are at the mercy of provincial governments with an unslakable thirst for revenue. In Atlantic Canada, less than half the price of a pint of beer returns to the brewer. The rest is bloated by an annually-indexed federal excise tax, mark-ups by the provincial liquor commissions, and provincial sales tax on top of it all.

All the TV advertising in the world (provincial governments in New Brunswick and Prince Edward Island restrict that to cable networks) or major sports promotions won't alter the fact that a six-pack of Moosehead costs less in Florida than in New Brunswick. Cost could eventually lead to packaging changes and the introduction of quarts of beer to offer more volume for money.

Meanwhile, Labatt has accomplished a breakthrough of sorts with the Nova Scotia government. Labatt's Blue and Labatt's 50, brewed in Halifax by Oland under license for Labatt, are now permitted to be sold at local rather than "import" prices — a saving of about 50 cents on a case of 24. These were until recently considered to be Central Canadian beers and were subject to the extra charge at the liquor commission.

That's not likely to help sales of older brands like Schooner and Oland's Export which have slipped lately. Brewers are discovering that beer-drinkers are increasingly basing their choice of hops on the situation instead of the label. For the educated palate, it's apt to be a light beer in a long bottle at lunch and a heartier, canned brew at the beach.

In an industry once as predictable as the family drygoods store, intense competition for profit is rewriting the rules of the brewing game. New bottles and brands mean a fight for territorial rights at the government liquor stores. The brews which survive will be the toughest and most durable performers. Alexander Keith and James Ready will drink to that.

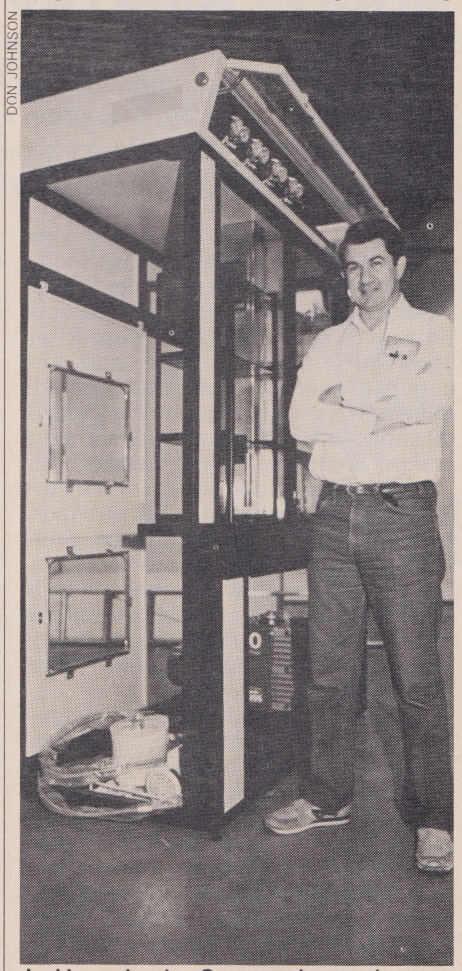
High tech in Oromocto

George Jenkins quit the big time to set up his own high-tech company in New Brunswick. If his dreams come true, Oromocto itself may become big time

by Catherine Clark

George Jenkins is munching on dulse, his sneakered feet resting on top of his desk. But the relaxed look is deceptive. With no warning he darts out of the office and in again, works the telephone and generally shows the hustle that has brought his company from $600,000 in sales in its first year in 1982 to roughly $6 million last year.

The company is Process Technology Ltd. of Oromocto, N.B., and it manufactures machinery that makes parts of integrated circuits, which are the controlling element in computers. Although it seems like an unlikely industry to be based in Oromocto, thousands of miles from the high-technology "silicon valleys," Process Technology is a front-runner in its field with buyers all over the world. In fact Jenkins and his company have recently perfected a method for processing large, 200-millimetre silicon wafers, the material of which integrated circuits are made. No one else is making them that big. For companies making circuits, the more functions they can put on a chip the better.



DON JOHNSON

Jenkins: whetting Oromocto's appetite for high-tech jobs

Jenkins has brought 80 full-time jobs to the town, and whetted its appetite for more high tech. The presence of the company will act as a catalyst that will attract outside industry without the need for perks and incentives, says Oromocto Mayor Clair Ripley. "We have 200 acres of serviced land here and we are waiting with open arms."

Born in 1944 in Lower Kars, southeast of Fredericton, Jenkins is a graduate of Mount Allison University, where he received a masters degree in organic chemistry. He went on to Carleton University in Ottawa then to Microsystems International, a subsidiary of Northern Telecom. It was Jenkins' first foray into the world of silicon chips.

The company folded nine months after his arrival. Jenkins taught, took a position with the federal department of labor then went back to Northern Telecom as a member of the scientific staff. It was there that a vacuum tube process to make integrated circuits was developed that could not be taken to production because the right type of equipment was not available. "We ended up having to develop a piece of equipment which would be production worthy," Jenkins remembers.

After he won the licence to manufacture and sell the equipment, he announced he would start his company in New Brunswick. The entire high-tech industry thought he was crazy. "Even people here doubted I could do it," he says. "One guy said if you give your money to George it's like throwing it away. I can understand that. Here I am — a guy who grew up shovelling cow manure and growing potatoes and he's telling you he can build the world's best system for the integrated circuit."

Jenkins' main reason for setting up his company in his native province was lifestyle. Simply, he likes it here. But he also wanted to make a point. He wanted to shatter the East Coast inferiority complex, the old feeling that anything new or different can't make it in Atlantic Canada. Jenkins is also somewhat critical of industrial policy in the region he loves so much. Instead of discussing how to attract industry to the area, government, industry and the universities should be developing

an infrastructure so that companies know they can find well-equipped machine shops and technical advice he says.

Building a successful export business in Oromocto, however, wasn't always easy. There have been, and still are, stumbling blocks. For example, airline service out of Fredericton is infrequent. Since 99 per cent of Jenkins' equipment is shipped outside the country by air, cuts in service are a constant worry. And when Jenkins initially went for funding he found resistance. Cautious after past failures, including the infamous Bricklin deal, the New Brunswick government was circumspect about an industry it knew little about. In the end, though, the company did receive 5,000 square feet of space rent-free in the Oromocto West Industrial Mall plus about $800,000 in grants, loans and investments from the provincial and federal governments.

In September, 1982, Jenkins set up shop in his garage with four employees while waiting for the financing to be finalized. By that time he had already sold two systems.

Months earlier, while he was still working at Northern Telecom, Jenkins had begged and borrowed his way into a large trade show, in San Francisco, of the semiconductor business. He set up a booth with nothing but a slide show and a quiz that asked: "Is your load size limited to 100 wafers or less?" Before he even arrived in Fredericton he had sold his first system to an Oregon company.

Jenkins is now planning for the future. A research subsidiary of Process Technology has received a National Research Council grant of more than $680,000. Depending on the availability of government funding, Jenkins hopes that some day his company will be able to actually make the integrated circuits in addition to the machinery to help make them. In order to do that, he says, "we'd need about $10 million more than we have now."

Process Technology's machine is a seven-foot by 10-inch quartz tube. Every electrical circuit is made up of alternating layers of conducting and insulating material. The tube is designed to deposit a layer of an insulator such as silicon dioxide (which is essentially glass) or a conductor such as polysilicon onto the silicon chip. These materials are introduced in gaseous form and are deposited through a condensation-type process "like water vapor on your window pane," says Jenkins. This, however, is only part of the total process of building an integrated circuit. To actually build it "you need a whole assembly line."

Nevertheless, "I believe it's possible to have an industrial centre here which will not only manufacture equipment but is actually capable of making integrated circuits," says Jenkins. "We're as good as anyone in North America. The only thing that can prevent that from happening is a lack of will on the part of industry, government and the universities."

STEVE HARDER

Hans Jost: aiming to produce a truly Nova Scotian wine

Grapes take root in Nova Scotia

Grape growers are confident they have a bright future as they try to establish a unique, Nova Scotian wine. But there are no simple solutions to the fledgling industry's major problem — the crop-killing cycles of freezing and thawing in the winter

by Steve Harder

Grape growing began in Nova Scotia in 1611 when Louis Hebert, Sieur de Monts' apothecary, planted vines brought from France in the Bear River area which straddles Digby and Annapolis Counties. That effort came to naught. It's been a long time but it seems that now, finally, grape growing and wine making are taking root in the province.

Recently a second cottage winery using local grapes opened in the province, near the Northumberland Strait community of Malagash. The owner is Hans Jost, a German-born wine maker who is attempting to produce wines competitive in both quality and price with good European wines using grapes primarily from his own 18-acre vineyard.

Jost has 20 years' experience managing vineyards and making wine in Germany, which makes him highly qualified to assess the comparative quality of locally-grown grapes. He says, perhaps surprisingly, that the Nova Scotia product can hold its own with the European competition. This fall's crop of his own grapes, for example, compared "very favorably" with grapes grown in Germany and France in terms of sugar content.

Jost's attitude is echoed by Roger Dial who owns the province's only other cottage winery (there is an industrial winery — Andres Wines Ltd. — but it uses imported concentrate, not local grapes). Dial came to Nova Scotia in 1969 from California and his Grand Pré Winery in the Annapolis Valley was officially opened in 1982. Dial had already chalked up experience operating a winery in his native California and chose Grand Pré for his first vineyard because it is a "good wine-growing area." He has 27 acres of his own as well as a further 140 acres which he has contracted out to grape growers throughout the province. "You plant a vineyard and then you wait. We have had a long wait while the vines mature and it is not really until this year that our vines and those of our contracted people will come to maturity."

At Jost Vinyards Ltd., where the vines are now in their third year of growth, all the grapes are either from French hybrid (a cross between European and native North American) or vinifera (noble European) stock. While hybrid stock is generally hardier and better able to withstand North American winters, Jost says the challenge for him is to grow more vinifera varieties.

It is a challenge being faced by other

Nova Scotia grape growers as well. Jost, who is president of the 55-member Nova Scotia Grape Growers Association, says the emphasis among growers is to experiment with new varieties and techniques, with the common goal being a better quality product. In some respects, when compared with the larger, more established grape growing regions such as the Niagara, Nova Scotia growers have an advantage. "Because they are starting from scratch," says Jost, "they are more open-minded to new techniques."

The general enthusiasm toward the industry was confirmed last March when a government-sponsored grape growing course — the first in the province — was held in Kentville. More than 40 persons attended. A second course is being planned for this March.

Robert Murray, a berry crop specialist with the Nova Scotia department of agriculture, says a number of persons are experimenting with different grape varieties. "It's trial and error for those adventurous enough to get into grape production," he says. There are at present more than 150 acres planted in grapes in Nova Scotia.

The department of agriculture recommends extensive testing to determine site and variety suitability prior to any major plantings. Louis Hebert notwithstanding, grape growing as an industry in Nova Scotia is a young one, less than 25 years old. So the efforts of growers like Hans Jost are being carefully assessed by government officials. "We're learning from him and what he is doing," Murray said.

Many of the problems faced by Jost in establishing a vineyard and winery are common to other producers. Some of the difficulties — such as robins, racoons and foxes stealing fruit — are more easily overcome than others. Electric fences and regular harvest-time patrols can protect the grapes from animals, but there are no simple methods to combat the major problem facing grape producers: winter kill:

With the more tender vinifera varieties, winter kill is a particularly serious problem which can result in the loss of an entire year's crop. The cold temperatures alone are not responsible for the main damage, says Jost. It is the sudden rise and fall of temperatures in late January and early February which cause the most damage. "We can overcome the summer problems," says Jost. "Our problem is the fluctuations in the winter temperatures." Still, he is hopeful a solution will eventually be found.

He is confident too that grape producers in Nova Scotia have a bright future, with their product being well suited for the fresh market, juices and, of course, wine.

Jost said he would like to purchase Nova Scotian grapes for his new 100,000-litre winery (Dial's is 90,000 litres, but he expects to expand it quickly). The facility was constructed this year with the help of a $35,700 federal grant. Still, the establishment of a winery is an expensive operation with a minimum capital investment of $150,000 being required for a viable commercial enterprise. When the cost of establishing a vineyard — which runs about $5,000 per acre — is considered, it becomes clear that operating a commercial winery represents a major financial undertaking.

Jost, who immigrated with his family to Canada in 1970, says he hopes to have three varieties of wine ready for sale at Nova Scotia Liquor Commission outlets by February or March. Future plans call for annual production of 120,000 bottles, with the main emphasis being on German-style white wines. Jost would also like to conduct tours of his winery in the future and be permitted to sell wines from his vineyard.

During a private tour of the winery, Hans Jost paused for a moment while examining a barrel filled with crushed red grapes. He removed a glassful of the must, which had begun to ferment, and sipped it slowly. At that moment he seemed to realize what he had so far failed to explain — how his wines would be different from most other North American wines which rely so heavily on technology in their production. "It's a feeling or something," he whispers. "You have to have a feeling for the grape, the plant, the wine making. You have to have the feeling.

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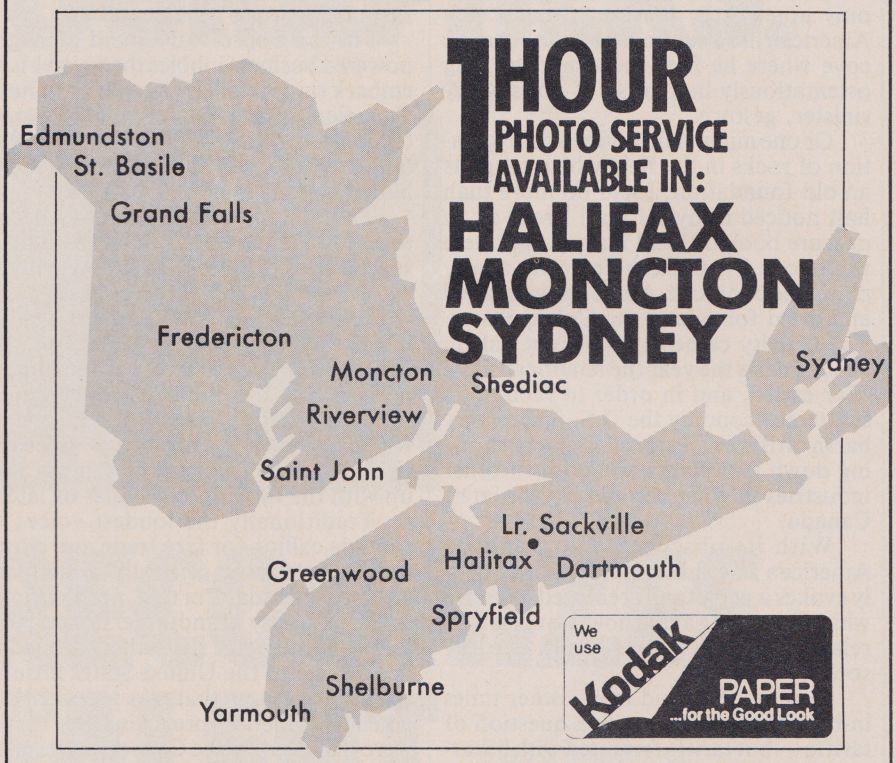

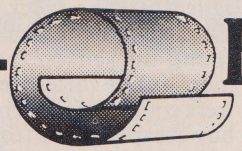

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Downsview Mall
Lower Sackville
865-8650

Spryfield Mall
Halifax
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Shelburne Mall
Shelburne
875-3473

K-Mart Shopping Mall
Yarmouth
742-9604

Greenwood
Shopping Mall
Greenwood
765-4331

Truro Mall
Truro
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NEW BRUNSWICK

Highfield Square
Moncton
382-9874

Lockwood Jewellers
Riverview Mall
Riverview
386-7512

Centerville Mall
Shediac
532-4507

Lancaster Mall
St. John
672-6132

King's Place
Fredericton
454-7575

Grandfalls
Shopping Mall
Grandfalls
473-5227

Madawaska Centre
St. Basile
739-9722

Carrefour Assomption
Edmunston
739-8847

RALPH SURETTE'S COLUMN

Free trade with U.S.: no room for sentimentalism

"Special relationships" are only special as long as they are useful to the U.S. We should remember that and be wary

There's a little spot I know in Western Nova Scotia which, on the whole, is the same as thousands of other seashore nooks in Atlantic Canada. A dirt road comes through the spruce forest and ends at the shore where there's a partly overgrown field, a few lobster pots piled up and some odds and ends of rope and buoys half hidden in the dried grass. The only noteworthy feature is that a rich American has a summer home around the cove where he flies the American flag ostentatiously in a crass, if not slightly sinister, gesture.

Or one might half-notice a configuration of rocks in the field which suggests an old foundation. I had no more than half noticed it myself until I read in an obscure book of local history that there was once a fish plant there. It was a busy place, the book said, where cod was salted and dried for sale to the United States. The activity came to an abrupt halt in 1866. That's the year the American Civil War ended, and in order to rebuild its shattered economy the U.S. placed very harsh tariffs on nearly all imports, mowing down fish plants and a lot of other industries in what became, a year later, Canada.

With its obscure history and its American flag fluttering, my spot quietly evokes a perpetually reheated question which is cooking again now: how shall we relate to the awesome country to the south?

Now, as then and many other times in-between, it's primarily a question of tariffs — but tariffs freighted with hazardous political and cultural goods. For our purposes there are two aspects to the latest reincarnation of this question — the national one and the regional one.

Nationally, Brian Mulroney and his Conservatives brought with them into power the hazy notion that Pierre Trudeau had been anti-American and a desire to redress the balance. Part of that redress would include a move toward free trade with the U.S. Yet now, as before, the true forces in play don't originate with us but with conditions down south. We, as usual, only react, trying to adjust after the fact.

The U.S. economy is not devastated as it was after the Civil War. On the contrary, it's booming. But this is deceptive. The boom is based mainly on an orgy of military spending on borrowed money. The borrowing is keeping interest rates and the dollar high. The high dollar makes American goods less competitive in the rest of the world. The result is that the U.S. is running a large trade deficit with virtually every country, including Canada. With imports flooding in, protectionist sentiment in the U.S. is high. The demand for punitive tariffs on fish is a prime example and there's continual skirmishing over other products.

For the Conservatives and the high-powered business lobbies the answer is to embark on special arrangements to have Canadian goods exempted from U.S. protectionist measures aimed at the world at large. In other words, to create a kind of North American common market.

This raises two large questions off the top. Having locked ourselves into a special deal with the U.S., how will we be able to bargain with the rest of the world on tariffs, except perhaps by asking U.S. permission? In short, we will bargain away our control over an important part of our national sovereignty. Secondly, will we be getting into harness with an economy going bust — since the rising American deficit is certain to catch up with the false boom sooner or later?

Traditionally the loudest voices in Canada calling for free trade and closer ties with the U.S. generally came from Atlantic Canada. I'm told, for example, that one of my grandfathers once muttered "What's this stuff about Canada? We belong to the United States around here." I presume that was around 1911 when the Liberals, preaching free trade, were trounced by the Conservatives who called for "no truck or trade with the Yankees," and that grandfather just found himself on the losing side. But mostly these voices, here and in the West, were commercial interests who wanted to buy cheaper goods from the U.S. instead of higher-priced tariff-protected goods from Central Canada. And sometimes they were just politicians flapping their mouths — as when there were nonsensical calls some years ago for a free trade zone that would include only New England and Atlantic Canada.

Yet, oddly perhaps, these voices have been muted in Atlantic Canada for a few years now. For one thing the vaunted traditional links between Atlantic Canada and New England have taken a beating as New Englanders tried to block out potatoes, lumber and fish from the Atlantic Provinces, and tried to push Canadian fishermen off Georges Bank. The logic of pursuing free trade gets choppy with that kind of opposition on the other side. The special links are largely mythical and one-way anyway. The real relationship is, and was, that Atlantic Canada, like Canada as a whole, depends too heavily on American markets and capital.

Recently, however, something new has developed. In the last decade or so new entrepreneurs — the real hope for the economic future of the region, rather than oil and gas — have sprouted. Many of these are seeking markets in the U.S., especially now that the American economy is hot. They are mostly marketing manufactured goods and specialty services rather than raw materials and resources, which the region has traditionally exported.

Many of these new entrepreneurs — one might say the best and most aggressive among them — are also exporting to Europe, The Pacific Rim and elsewhere. A special tariff arrangement with the U.S. implies that these overseas markets will get more difficult as protection is raised against what will then be seen as not only U.S. but North American protectionism.

A certain flowering in the Atlantic region that offers some promise — not only the new entrepreneurs, but the opening to the world that has come with containerized shipping — could be placed at risk. Free trade with the U.S. is not an unblemished expansion of trade horizons, as its proponents would have us believe; it is a potential shutting out of the rest of the world.

Of course, chances are that nothing very drastic will happen anyway in terms of moving towards free trade. Before anything is done, the U.S. economy is likely to take a turn for the worse and hitching up to it even more tightly than we are now will look far less appealing. And Brian Mulroney's naive sentimentalism about America will fade. Back in 1963 Lester Pearson came to power riding a similar wave — American money, and *Time* magazine, had helped him defeat the "anti-American" John Diefenbaker. As soon as he got down to the nuts and bolts of the "special relationship," however, Lester Pearson cooled. Superpowers don't deal in sentimentalism. "Special relationships" are only special as long as they are useful to the U.S. We should remember that and be wary of free trade.

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Try to imagine a stack of over 1,000 prints and slides. All sizes. All colors. Including black and white. You can be sure of one thing: it's a very daunting sight for the judges who sort through and evaluate every entry.

Each year, judging this photo contest gets harder and harder. Each year, the quality of the entries gets higher and higher. Some credit must go to the equipment. Cameras and films continue to be refined and improved. Faster films and sharper lenses. Where will it all end?

Of course, the most important factor involved in great photographs is the person behind the camera. A good photographer can take superb pictures with a simple pin-hole camera. But if you have no "eye," the most magnificent Minolta in the world cannot produce prize-winning pictures for you.

However, the better your equipment the more you seem to strive to produce better pictures. (Maybe to justify the cost of the camera?)

But now, back to the judging room. The first thing is to lay out all the prints, and position the slides on light tables.

The judges' first pass removes all the obvious rejects — entries that are not in accordance with the rules. (You should also read contest rules very carefully. If you don't follow the rules you just don't stand a chance.)

Then they get down to the serious business.

It isn't just a question of looking for technical excellence or superb composition. In fact, it's quite hard to define exactly what the judges do look for specifically. Call it that little something that causes one picture to jump out from all the others lying around it.

For example. As you might expect there were a great many photographs of the Tall Ships — some excellent pictures of the Tall Ships. But the one that earned the prize really stood out. There's a touch of majesty to it.

If there's one hint that might be offered to help improve your chances of winning in future contests, it would have to be *avoid the obvious*. Sunsets, sunrises, and fall foliage always draw big entries. When you think about it, you would have to have something very special in a picture of Peggy's Cove for it to stand much of a chance. (Although truth to tell, one very good picture of Canada's most famous lighthouse did make its way to the pre-final selection.)

On these pages we show the winners. And you will have to agree that they are very fine examples of the photographers' art. The prizes are well deserved. In the coming months, we hope to show some of the runners up. And then you will see just how difficult it is for the judges in the annual Atlantic Insight/Carsand-Mosher Photo Contest.

Make it tougher for them. Plan to submit your best shots next year.

1st Prize:

"Old Ridge, Moores Mills, N.B."

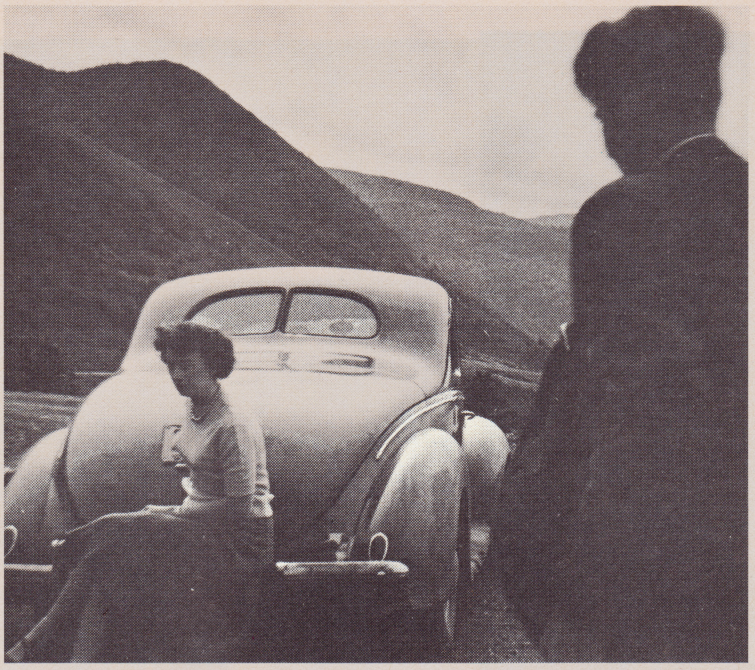
H. Kreiberg, Forest Nursery, RR6 Fredericton

2nd Prize:

"Start of the Transatlantic Race"

Michael Carroll, 115 Lorne Street, Sydney, N.S.

The Winners! The 4th Annual Photo Contest



3rd Prize:

"Cape Breton Highlands"
Holly Winters, RR1 Liverpool, N.S.
"Quidi Vidi Village"
R.L. Evans, St. John's
"Canada Day 1984"
Charles C. Cron, 5 Milton Drive, Halifax

The Judges

Wade York, Craftsman of Photographic Arts, Carsand-Mosher
Bill Richardson, art director, *Atlantic Insight*
Gordon Thomason, communications consultant, Thomason Assoc.

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Fare thee well. Down here, it's a sad, old story

Good-bye, good luck, God bless... Take care... Keep in touch, eh?... Yeah, you too... Be sure to write... Think you'll be down home for a while next summer?... I'll sure as heck try... Well, looks like it's time to climb aboard... No tears now, none of that... Here, blow your nose...

The words are old in our family, and so is the sorrow. Times were tough in Guysborough County near the turn of the century and my grandfather, William Henry Bruce, went all the way down to Boston to find work. He came home, bought the family farm from his father in 1904, begat my father Charles Tory Bruce in 1904, and died in 1934. By then Charles had gone down the road to work for Canadian Press in Toronto, where I was born.

But William Harry Bruce — that's me — came back *up* the road some four decades later, settled in Nova Scotia, wrote books and magazine articles in Halifax, and took over the old homestead in Guysborough County. With him, he brought his Toronto-born family, which included a 10-year-old kid named Alexander Bruce. In the fullness of time (actually only nine years), Alec married Vivien Cunningham of Halifax, begat Melinda and Jessica Bruce, and at the ripe age of 23 moved his family back *down* the road to Toronto.

He didn't want to leave Nova Scotia any more than his great-grandfather or his grandfather had wanted to leave, but he is a journalist (a third-generation journalist, as it happens), and *The Globe and Mail* offered him a better job than he could find anywhere in the Maritimes.

May I summarize? Charles was born and raised in Nova Scotia but ended up in Toronto. Harry was born and raised in Toronto but he's ending up in Nova Scotia. Alec was born in Toronto and raised in Nova Scotia, but he's now settled in Toronto. Vivien, Melinda and Jessica Bruce were all born in Nova Scotia, but now they're Torontonians. If history repeats itself, repeats itself, and repeats itself, I'll see my grand-daughters' bylines in newspapers and magazines around the year 2004 A.D., when I'll be a mere 70. I'll also see the girls themselves in Nova Scotia. For we Bruces are obviously doomed to sail back and forth between Toronto and Nova Scotia for centuries, like a phantom ship in the grip of a Force 10 curse.

Homesickness runs in the family. It's our oldest tradition. James Bruce, my great-great-great-grandfather, arrived in Guysborough County when the French Revolution was picking up steam; and, like other Scottish emigrants, he doubtless remembered faces on the shore, the hills of home. The heartbreak of wandering Scots inspired a plaintive branch of literature, a poetry of homesickness that so mourned a lost land of gloom that it struck those from sunnier cultures as perverse, like the love of haggis.

But as British essayist Robert Lynd once put it, "In the absence of homesickness, man is but a prodigal, glad to be allowed to live on the husks, without memory of his father's home." My father certainly had memories of *his* father's home. Construction tycoon Robert McAlpine was at Mount Allison University in 1923 when Charles Bruce, 16, fresh off the farm, arrived on the campus. My father was so homesick, McAlpine recently told me, that he could scarcely talk or move. It was as though his homesickness was a crushing physical ailment. He seemed partially paralysed.

"What's up?" I asked. "Oh, it's nothing. We're just feeling a bit homesick." Walking an alien street, Remembering the long grumbling sigh of the bay at night

A decade later, he was Toronto-bound. He'd scarcely arrived in Hog Town, however, when he started to angle for jobs on newspapers in the Maritimes. If his Toronto colleagues in the depths of the Depression had known that he'd actually offered to work for a down-home newspaper for a lower salary than he was earning up there, they'd surely have misidentified his homesickness as insanity. But children and promotions kept coming, and eventually he resigned himself to a life in Toronto. In his fiction and poetry, however, he never stopped returning to the old homestead.

"The late-August easterlies and the line storms have blown themselves out," he wrote in *The Channel Shore* (1954). "Slowly the slopes begin to blaze with reds and yellows, wild splashes of cold dramatic fire along the sombre hills of spruce. The days are crisp and clear, or windless under a mild and clouded sky. The nights are those a man remembers, looking upward through the murk of cities, his instinct looking back. There are nights in the full moon of October when darkness is a kind of silver daylight, when the sea is a sheet of twinkling light, the shadows of barn and fence and apple tree black and incredible, the air vibrant and alive but still as a dreamless sleep."

He was in Toronto when he wrote that. He'd been there more than 20 years when, in 1952, his *The Mulgrave Road* won the Governor General's Award for Poetry; but that's a book in which nearly all the important things occur in Nova Scotia. "I haven't seen Queensport Light over the loom of Ragged Head in years," he wrote in one poem. "And never a smell of rollers coming up the bay from Canso." He also referred to "A few homesick men, walking an alien street;/ A few women remembering misty stars/ And the long grumbling sigh of the bay at night."

No critic I've ever read, no professor I've ever heard, has grasped that the creative juice in my father's writing flowed from something so elementary as homesickness. For decade after decade, he endured Toronto while remembering Nova Scotia, and the effort of his writing was itself a return of the native. I dare to wonder: If he'd never left Nova Scotia could he ever have written about it as superbly as he did in Toronto?

As late as June, 1971, only six months before he died in Toronto, he wrote a brief, loving description of the farmhouse where he was born and reared. The piece appeared in *The Globe and Mail*, and its ending was so prescient it strikes me now as eerie: "Four generations have lived in the house. Various members of a fifth (MacMillans, Schulzes, Bruces) have occupied it in summer and overflowed to the fields and the beach that edges water a quarter-mile away. A sixth will be along. The heart of a home is use."

The sixth *has* come along. It's my wife and I. We've bought the old place from my aunt Bess, and some day we'll settle in there, not just for weekends but year-round for the rest of our lives. Meanwhile, only two weeks after our son Alec, his wife Vivien and their baby girls moved into an apartment in the west end of Toronto, we got a call from him.

"What's up?" I asked.

"Oh, it's nothing. We're just feeling a bit homesick."

Walking an alien street. Remembering the long grumbling sigh of the bay at night.

So what else is new, Alec?

A forgotten author is discovered

George Nestler Tricoche wrote several sensitive and perceptive books about Newfoundland and the Maritimes in the 1920s and '30s. But who was he?

by C.J. Fox

C.J. Fox is a Newfoundland-born journalist who has been working in Europe for 17 years. He is at present employed by the Reuters news agency in London as a world news editor. He has also edited collections or writings by the Nova Scotia-born painter-writer Wyndham Lewis and written for magazines in Britain and North America

An author who has written several books on the Atlantic Provinces with titles like *Rambles Through The Maritime Provinces of Canada* and, in French, *Terre-Neuve et Alentours* (Newfoundland and environs) and *Au Maine et au Nouveau-Brunswick* should surely be well known in the region, if not celebrated. Yet who on the East Coast — or indeed anywhere — has ever heard of George Nestler Tricoche?

No one? Well, he was essentially a French travel writer who had an affection for the "Atlantic Provinces" as they have become since he set pen to paper in the 1920s and 1930s. He wrote, for example, of Fredericton as "the celestial city" in his English-language book on the Maritimes, of caribou hunting in Cape Breton, of Halifax as a proudly war-fixated metropolis, of Charlottetown as, even in the Maritime context, "that distant little capital," and of prohibition leaking scandalously at the seams down in these righteous eastern parts. "The Maritime Provinces of Canada are a neglected colony," Tricoche declared in his book on the region which sought to arouse the wanderlust of potential tourists in what still was the motherland, Great Britain.

But what caught my fancy about this forgotten Frenchman was the book he wrote on Newfoundland and its surrounding areas 20 years before my native island fell in with Canada. Mind you, it was in French and has never been translated. It was given to me in Paris, Christmas 1972, by a fellow Canadian foreign correspondent, Tim Creery, and his wife, who had found it at an exotic old bookstall on the banks of the Seine. *Terre-Neuve et Alentours* was the title, and there was a Newfoundland dog on the cover against a backdrop of a stretch of coastal sea and a sailing vessel. At the time, I mistakenly construed the presentation of "Newfoundland and its Environs" as a Yuletide jest, and the book was set aside and half forgotten.

Years later, however, having returned to England after time spent as a Canadian Press correspondent on the continent, I retrieved the modest yellowing tome from the bottom of a suitcase and actually began reading it. Swiftly I saw the book was no joke but an excellent account of, for one thing, the old independent Newfoundland poised placidly on the brink of the economic and political disasters that came in the thirties. Here was the fresh eye of a good-humored French sophisticate brought to bear on what for him must have been an intriguingly novel scene. The book had been published by Editions Pierre Roger, a Paris firm long since defunct. It is an historical document of great worth.

But who was Tricoche? The book gave no background on its author and I could find little elsewhere. The mystery was deepened by a discrepancy (no mere misprint) between the version of his name printed on the cover of *Terre-Neuve et Alentours*, Georges Nestler Tricoche, and that on the title page, George-Nestler Tricoche. Still, there was a list of other books "by the same author" — three dealing with military matters, one on Maine and New Brunswick, and three guides to the French language. From occasional clues scattered through these works it appeared that he was the son of a French general. After taking a bachelor of laws degree, he saw service with the army, then travelled far and wide with a British regiment and later in the 1890s emigrated to the United States. There he joined the U.S. Cavalry and fought in the Indian campaigns out west. He wrote a book about this, as he had about his adventures with the Queen's Own South Surrey Regiment. There followed years of teaching French in America and from 1920 — with the first segment of his name anglicized to "George" — he wrote extensively about the New World for a Paris magazine, *La Revue Mondiale*. He covered everything from the crime wave of the twenties to life in American small towns, from the U.S. millionaire set to travel impressions of Prince Edward Island. Tricoche's first travel book was *Au Maine et au Nouveau-Brunswick*, published by Roger in 1925. He switched to English for *Rambles Through The Maritime Provinces of Canada* in 1931, his name unhyphenated as George Nestler Tricoche.

Terre-Neuve et Alentours, mostly about Newfoundland, was designed to spur French readers into touring this apparently uncongenial outland. Some of the local amenities — the stores, for instance, and the original Newfoundland Hotel — were portrayed in a way that perhaps suggested they bore comparison with those of London, Paris and New York. But, beyond that, Tricoche never indulged in slick reassurances for the squeamish. Indeed his book is remarkably forthright, and a Newfoundlander of the time might have resented the tone adopted by the author (his one lapse into condescension) as he warned the prospective French traveller of the unconventional exper-

NEWFOUNDLAND ARCHIVES

Corner Brook as it was being carved from the wilderness

ience that awaited him. The trip to Newfoundland would be very instructive but, he wrote (my translation),

> don't allow yourself to be put off by the relative lack of comforts, the inconveniences and the slowness of communications, the very insular mentality of the people, a mentality which has its good sides but gives rise to public institutions and political customs sometimes surprising for the foreigner. Don't look at things from the European point of view but close your eyes and reflect that this is a country which by force of circumstances has remained in a state of isolation for almost four centuries, a country for whose people existence has always been an unequal fight against the elements, a rough soil and unfavorable economic conditions. Don't be quick to criticize but, instead, be astonished at what has been achieved in these conditions.

Tricoche himself was in no way squeamish and plunged with utmost relish into the Newfoundland of the late twenties. The island was enjoying a brief period of relative prosperity which, as things cruelly turned out, preceded financial collapse and the loss of self-government. Wisely he didn't try to unravel the murky complexities of Newfoundland politics. Yet he had much to say about the political, economic and social issues then confronting the British dominion of 250,000 people. He deliberately chose, against all advice, the train route from Port-aux-Basques to St. John's, which had been branded a travesty by one American visitor. The adventurous Tricoche found the service adequate, the shortcomings well worth bearing with, given the diverse scenery and human interest to be savored along the way.

Soon after leaving Port-aux-Basques he was reminded, by the isolated box-shaped houses, of Indian dwellings in remote New Mexico. Then, up the tortuous, narrow-gauge line, lay Corner Brook, with its vast new mill. After that, Grand Falls, its station the focus for a flurry of free enterprise outside the confines of what in those days was a closely regulated company town. Later came Trinity and Conception bays. "They are perhaps a little less grandiose but more serene than the landscapes, so animated, of the west coast," Tricoche wrote. "The scenery immediately along the railway, however, is fairly rough, sometimes almost savage, always strange. One can see that such a country might have had, for its inhabitants, an irresistible attraction at a time when economic conditions were infinitely simpler. People were happy in those days..." Finally, the arrival in St. John's.

The Frenchman's first reactions to Newfoundland's capital were hostile. The city, at that time consisting of 40,000 people crowded on to the steep slopes north of the harbor, seemed to Tricoche ugly and sad, lacking what he called *coquetterie* and any esthetic sense in the design of its houses. Most buildings looked like great wooden crates painted any-which-way. The place, Tricoche complained, had no centre and deserved to be called "unlovely" (*disgracieuse*). Yet, he went on, it would be a mistake to pass it by. The Gallic visitor was reminded of the byways of Mont-Saint-Michel in Normandy, and after the exhausting climb to the city's summit he marvelled at the unequal struggle against stony nature that had gone into the building of St. John's.

At that time, the town had few suburbs. "On all sides the city ends suddenly, as if exhausted by its efforts to stay standing on such soil." The scene was stark enough to remind the well-travelled Tricoche of certain towns in Asia Minor. The view from high up, with the streets tumbling dramatically down to the port (itself cradled against the turbulent sea by massive hills) and with the narrow harbor entrance flanked by jagged cliffs, "has few equals and never tires you," he wrote.

NEWFOUNDLAND ARCHIVES

The *Newfie Bullet:* symbol of a by-gone era

And everywhere the almighty Codfish — the sight or smell or talk of it, and the bands of seamen who pursued it and mixed on Water Street with oddly attired country people resembling refugees from another age. Tricoche was annoyed by the St. John's layabout element known locally as "loafers." He wrote: "These lazy and undecorative individuals are so numerous, so omnipresent, that one is tempted to see in them more than simply a feature of St. John's life. Rather, the city could scarcely be imagined without them. St. John's without its loafers would be like Venice without gondolas, Strasbourg without storks, Naples without macaroni."

Tricoche's book has a solid chapter on Newfoundland's economy and politics. The obsession of all the politicians was, he reports, with jobs — for their party faithful. Civil servants abounded, far beyond the needs of government, though they were a courteous lot. Dominating everything was religious sectarianism which shaped the school system and thus, Tricoche suggested, could be blamed for the high rate of illiteracy. As for the chronic financial problems of Newfoundland in that era, he saw union with Canada as a possible solution — though not inevitable, the independent spirit of Newfoundlanders and the anti-mainland outlook of the merchants and west coast farmers being what they were.

Out on the west coast, Tricoche found French fading among the descendants of Acadians from Cape Breton. But, chauvinistic for once perhaps, he claimed they were far more industrious than the Anglo-Celtic majority. Newfoundlanders in general, he learned, could have been the most physically robust of peoples if it hadn't been for the problems of inbreeding, poor diet and unsanitary housing. Tuberculosis remained a scourge, good teeth were a thing of the past. Still Tricoche considered Newfoundlanders affable, as well as scornful of gimmicks and ostentation. The sea, with its attendant human calamities, made for a streak of melancholy in the Newfoundland character and the Frenchman sensed, even in the high spirits of some local ballads, a touch of the harsh, the bizarre, "as in the peals of laughter of someone habitually morose." Geographical isolation intensified the morosity.

Tricoche documented the plight of the remoter outports in this period, notably the shortage of medical help (only 90 doctors for the whole island and half of them on the relatively affluent Avalon Peninsula). Everywhere the price of essential goods was high, grossly inflated by exorbitant customs duties. The end result of these and other hardships was wholesale emigration, 3,000 people a year to the United States alone.

The Newfoundland scene of the twenties, so vividly recorded by Tricoche, has now been more or less transformed — the isolation largely overcome, material life immeasurably improved, religious bigotry banished. It may be that, ironically, the standardizing North American influences which have helped to bring these benefits will kill off the salutary quirks of the Newfoundland character, at last domesticating these "natures brutales," as another Frenchman, the celebrated Comte de Gobineau, playfully termed the boisterous giants remembered from his visit to the island in the 19th century. The value of Tricoche's book is that, now exhumed and (one hopes) eventually to be translated by the growing Newfoundland historical industry, it will help keep alive memories of an era which many old-timers have forgotten, or would rather forget, and which other Newfoundlanders, born much later, know nothing about.

CALENDAR

NOVA SCOTIA

To. Jan. 13: — *Whales: Fragile Giants of the Sea*: an exhibition at the Firefighters' Museum, Yarmouth

Through January — Lorraine Leeson and Peter Dunn: documentary work. Anna Leonowens Gallery, Halifax

Through January — *Images of Lunenburg County*, an exhibition at the Hector Centre, Pictou

Through January — *Sea Scallops*: an exhibition at the Yarmouth County Museum, Yarmouth

Through January — *Natural Dyes: Old Ways, New Wares*: an exhibition at the Old Kings Courthouse Heritage Museum, Kentville

Jan. 8-26 — Rosemary MacAulay: an exhibition of prints and drawings. Eye Level Gallery, Halifax

Jan. 8-26 — Collette Urban: installation. Eye Level Gallery, Halifax

Jan. 23-26 — Fifth Annual Winter Antiques Showsale, Halifax Shopping Centre, Halifax

NEW BRUNSWICK

To January 6 — *The River and the Bush: The Timber Trade in the Ottawa Valley, 1800-1900:* an exhibition at the Link Gallery, The New Brunswick Museum, Saint John

To January 6 — *Fredericton: The Celestial City :* an exhibition at the National Exhibition Centre, Fredericton

Jan. 3-31 — *New Brunswick: Six Points of View*: photographs by Stephen Homer, Peter Gross and Jamie Wilson; prose works by Alfred Bailey, Nancy Bauer and David Adams Richards. At the City of Saint John Gallery, Saint John

Jan. 10-Feb. 24 — *Concerning Work: Change in the Work Process in Canada, 1850-2000*: Produced by the Manitoba Museum of Man and Nature. Held at the National Exhibition Centre, Fredericton

Jan. 10-Feb. 24 — *Sundog III:* Turned woodcraft pieces by Randall Maggs of Newfoundland. At the National Exhibition Centre, Fredericton

Feb. 4-28 — *Fred Ross — Paintings in Mexico, 1949-1951*: courtesy of the UNB Arts Centre, Fredericton. Exhibit at City of Saint John Gallery, Saint John

NEWFOUNDLAND

Jan. 4-Feb. 17 — *3D-NB200*: sculpture from the Galerie Restigouche, New Brunswick. Exhibit at Memorial University Art Gallery, St. John's

Jan. 11-Feb. 24 — *Eye Level at Memorial*: a co-operative exhibition with Eye Level Gallery, Halifax, held at Memorial University Art Gallery, St. John's

Jan. 24 — The National Tap Dance Company performs "The Tin Soldier" at the Gander Arts & Culture Centre, Gander

Jan. 30 — The Rising Tide Theatre group performs "The Last Resort" at the Gander Arts & Culture Centre, Gander

PRINCE EDWARD ISLAND

Through January — Joan Cullin: An exhibition of new paintings, Great George Street Gallery, Charlottetown

Jan. 10-Feb. 10 — *Folk Art*: an exhibition courtesy of the Art Gallery of Nova Scotia, held at the Eptek National Exhibition Centre, Summerside

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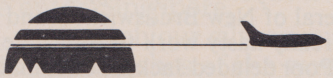

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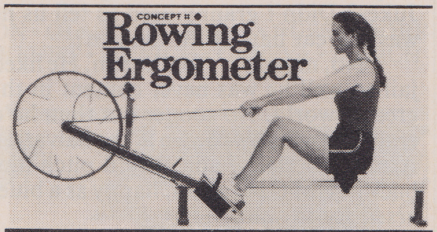

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THE LUNG ASSOCIATION

So you want to be a writer? Stick to gutting mackerel

Nay, stick to your line and jigger, Jacky old cock," cried I, "and steer well away from this accursed trade!"

John, one of my distant and less gruesome relatives, accosts me from time to time and demands helpful hints on how to become a paid writer. He is dished off with his own calling, the fishery, and wants to turn his hand to the pen. For the sake of his late, sainted mother I do my damndest to dissuade him, or so I tell him.

"Trot off and give Mother Teresa a hand with the latrines in Calcutta," I tell him, "or carry an old rugged cross to Vancouver on your back, or apply for auditor general of New Brunswick . . . and leave the really nasty work to fools like me."

Poor deluded Jacky. I once made the mistake of telling him that I could type 45 words a minute in top gear and that a magazine column was usually 1,200 words long. He got off his boots and stockings and calculated that I worked a good half-an-hour day.

"But it kind of runs in the family," he persisted. "What about great-uncle Jukes? Didn't granny used to tell us he was a great hand with the pen?"

"No, my son . . . for the pen. He liked jail so well he was never content in the greater world. No sooner out than he'd crack the windows down at the Salvation Army Tabernacle and they'd pitch him back in HM Gaol again, happy as a blue-arsed fly in stink."

"Yes, well, but there was second cousin Maudie, wasn't there?" says John. "Didn't she write so fine a letter to the Welfare one time that she got a spandered new house and a dozen Cheviot sheep out of it?"

"She would've got a lot more," I said, "if the minister of Welfare hadn't had a heart attack when the flash on Maudie's Brownie Hawkeye went off.

"No, John," I explained, "some of our crowd down through the years might have shown a filthy penchant for journalizing but they were smart — they either gave themselves up for electro-shock therapy or else switched their vote to the Liberals. A certain cure in either case. I'm the only real failure in that line and I'm paying the price on this side of the grave as I'm sure I will on the other."

But John is nothing if not wonderfully pig-headed. He claimed that I showed no outward wear and tear from so scurvy a life and didn't I always know where my next hot toddy was coming from? He supposed it was only a matter of coming up with ideas.

"Easier said than done," I said. "In the past 20 years I've come up with only five ideas, two of which weren't lewd. Try pounding the spit out of two suitable ideas for 20 years and there's nothing keeps your head from caving in except your eyeglasses."

Jacky was not convinced. Ideas were never a problem with him, he said. He got a new one just about every time he gutted a mackerel.

"Look old man," I said, "it might look easy but you don't know the half of it. There's editors. You must have hauled some stern-looking customers in over the gunwales in your time but you have never had any dealings with an editor. They're a constant crucifixion. They're like the wolverine whose mate you have bagged and pelted and they will stalk and torment you to Baffin Island and back. They all have a pathological fixation on a silly little thing called a deadline.

"Ah, my happy-go-lucky fisherperson," I sighed, stopping just short of rolling my eyes upward, "you don't know the terror of the poor winded bunny rabbit as the beagles draw ever nearer until you've overlooked a deadline. Miss one and you might as well have been caught relieving yourself in a baptismal font. It's a constant grinding strain which grievously abrades the nerves."

"Granted," says Jacky, "but there are little hardships in all trades. I mean, you're not exposed to all weathers, the price on the Boston market holds no terrors for you, and you can miss a quota without the poorhouse staring you straight in the face. Got her knocked, haven't you?"

Here was one tough customer and I knew it. This lad was bound and determined on straying from the paths of righteousness and embarking on a life of journalizing. I took another tack.

"Just answer me this, would you John," I said in as patient a tone as I could muster. "If you ever met a very large Dutchman, why would it never do at all to call him a monkey-sucker? Got you there, haven't I. It's because, my son, in times past in Holland it was the custom to give a spoon with the image of a monkey on the handle as a present at weddings, christenings and funerals. Large spoons, apparently, out of which toasts were drunk. A Dutch lush, you see John old trout, is called a monkey-sucker, and if you addressed a large one as such you'd probably have to get a wooden shoe removed by surgical means."

He gave me a blank look. I smiled and shook my head sadly. Then I pressed home my point.

"If you ever want to journalize, God help you, then you must cram your wretched head with tens of thousands of useless bits of information like that in the hope that they will someday be of use to you. Your social life is a shambles. Once too often you'll suddenly pop the subject of Dutch monkey-suckers and . . ." and here my voice broke.

"I was asked out to my last party, John, the month before Kennedy was shot, and anxious mothers call their children indoors whenever I pass by. For mercy sake, stick with the fishery, John. ' 'Twas the Apostles' own calling' as . . . can you tell me who said that?"

"Weelll, perhaps you're right," replied the insufferable mulehead. "But surely there must be some advantages. I mean, you journalizers must have great larks teasing all those blackguarding big shots and getting them hopping mad."

"Now, that is possibly the greatest fallacy of all," I countered. "That lot thrives on abuse like maggots on a dead whale. Spell their names right and although you've risen to new heights of scurrility, Christmas cards enclosing tickets to Florida are their only reaction."

"Say what you like," he said, "I'm at least going to give it a try."

Desperate cases require desperate cures. I took a notepad and pencil.

"Do you know," I asked, "what we journalizers earn, on the average, in the course of a mind-destroying, soul-obliterating, body-rotting year? I'll write it down for you. Look, my son, and save yourself alive!"

He blanched and staggered slightly. He backed quickly away. Gesturing a hasty goodbye he started to walk and then broke into a brisk trot.

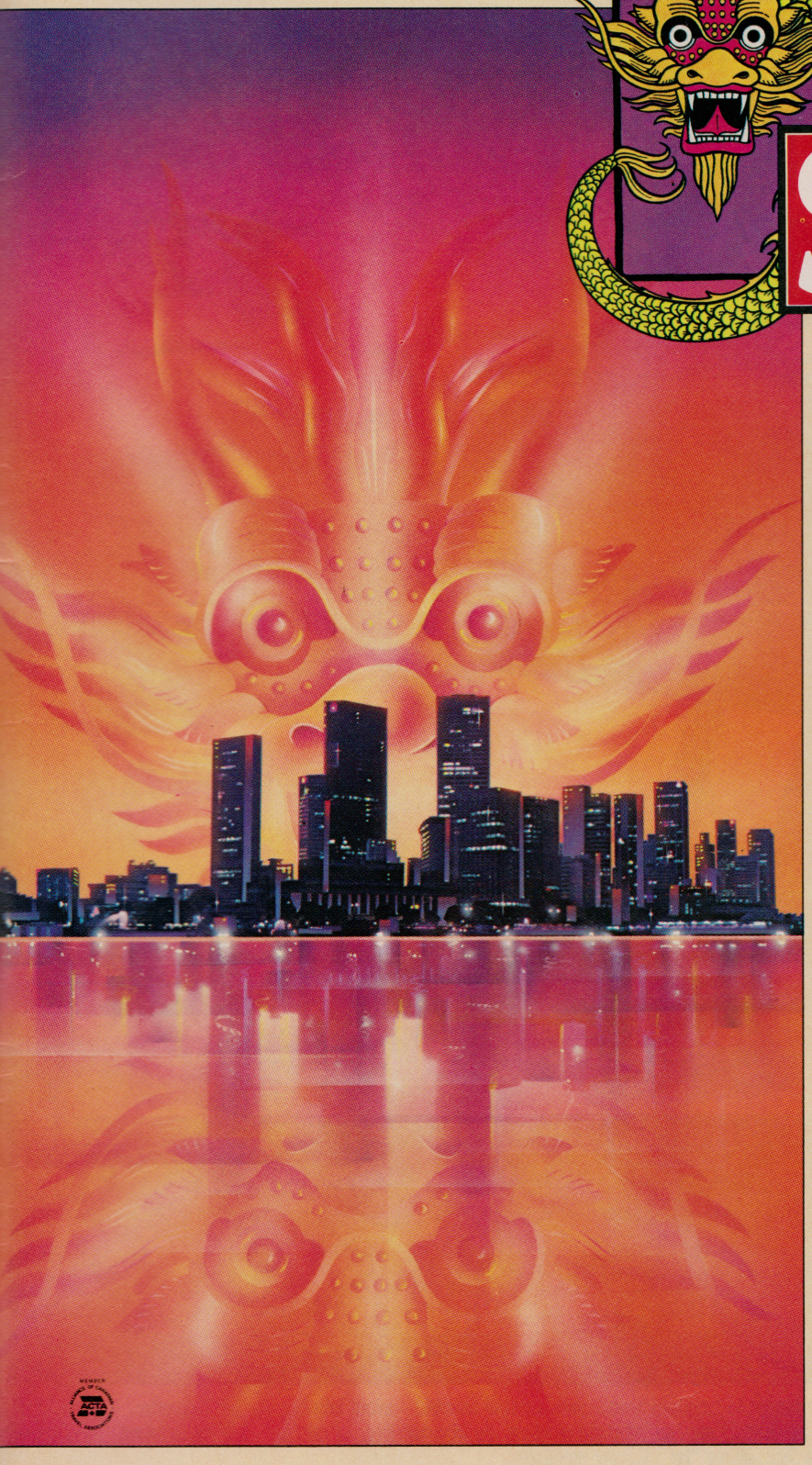
"Hey, Jacky," I called after him. "Where are you off to so fast? I've told you the best bits about this racket; don't you want to hear the darker side?"

"I'se the boy that builds the boat," he shouted back over his shoulder, "and I'se the boy that sails her . . ."

It was a close call but I think I managed it quite nicely. As any journalizer will tell you, we'll go to spectacular lengths to discourage others from this trade. We do not want every old Tom, Dick or Jacky horning in on this, the most splendid and wonderful racket in the world.

This is a reprint of a November, 1982, column. Ray Guy was ill and unable to write his column for this month's issue.

AND SOON, THE WORLD BEYOND...



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